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INSTRUMENT APPROACH PROCEDURE CHARTS

A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

APALACHICOLA, FL

APALACHICOLA RGNL ..... **RNAV (GPS)-A**
RNAV (GPS)-B
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 31
NA when local weather not available.

BARTOW, FL

BARTOW MUNI ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 9L
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27R
NA when local weather not available.

BOCA RATON, FL

BOCA RATON ..... **VOR/DME-A**
NA when local weather not available.

BROOKSVILLE, FL

HERNANDO COUNTY ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 27
NA when local weather not available.

CHARLOTTE AMALIE, ST. THOMAS, VI

CYRIL E. KING ..... **ILS Rwy 10[1],** 700-2
VOR-A, 1200-3
[1]NA when control tower closed.

CHRISTIANSTED, ST. CROIX, VI

HENRY E ROHLSEN ..... **ILS or LOC Rwy 10[1]**
NDB Rwy 10[12]
RNAV (GPS) Rwy 10[3]
VOR Rwy 28[14]
[1]NA when control tower closed.
[2]Category A,B, 1200-2; Category C,D, 1200-3.
[3]Category A,B, 1000-2; Category C,D, 1000-3.
[4]Category A,B, 900-2; Category C,D, 900-3.

NAME — ALTERNATE MINIMUMS

CRESTVIEW, FL

BOB SIKES ..... **ILS Rwy 17[12]**
RNAV (GPS) Rwy 17[1]
RNAV (GPS) Rwy 35[1]
VOR-A[3]
[1]NA when local weather not available.
[2]Category D, 700-2.
[3]Category D, 800-2¼.

DAYTONA BEACH, FL

DAYTONA BEACH INTL ... **ILS or LOC Rwy 7L[1]**
LOC BC Rwy 25R[1]
VOR Rwy 16[2]
[1]NA when local weather not available.
[2]Category D, 800-2¼.

DELAND, FL

DELAND MUNI- SIDNEY H.
TAYLOR FIELD ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 30
NA when local weather not available.

FORT LAUDERDALE, FL

FORT LAUDERDALE
EXECUTIVE ..... **ILS or LOC Rwy 8**
ILS, Category D, 700-2.

FORT LAUDERDALE-HOLLYWOOD
INTL ..... **ILS or LOC Rwy 9L[1]**
ILS or LOC Rwy 27R[1]
LOC Rwy 9R[2]
LOC/DME Rwy 13[2]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Y Rwy 9R[2]
RNAV (GPS) Z Rwy 9L[2]
RNAV (GPS) Rwy 27L[2]
RNAV (GPS) Y Rwy 27R[2]
RNAV (GPS) Rwy 31[2]
RNAV (RNP) Z Rwy 27R, 800-2¼
VOR Rwy 27R[2]
[1]ILS, Categories A,B,C, 700-2, Category D, 700-2¼. LOC, Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

FORT MYERS, FL

PAGE FIELD ..... **ILS Rwy 5[1]**
RNAV (GPS) Rwy 13[2]
[1]NA when FMY tower closed.
[2]NA when local weather not available.

SOUTHWEST
FLORIDA INTL ..... **ILS or LOC Rwy 6[12]**
[1]NA when control tower closed.
[2]ILS, Category E, 700-2½; LOC, Category E, 800-2½.

FORT PIERCE, FL

ST LUCIE
COUNTY INTL ..... **ILS or LOC Rwy 10R[1]**
NDB Rwy 28L[1]
RNAV (GPS) Rwy 10R
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 28L
RNAV (GPS) Rwy 32
VOR/DME Rwy 14
NA when local weather not available.
[1]NA when control tower closed.

GAINESVILLE, FL

GAINESVILLE RGNL ..... **RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[1]
RNAV (GPS) Rwy 29[1]
VOR Rwy 25[2]
[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C 900-2½.

JACKSONVILLE, FL

CECIL FIELD ..... **ILS or LOC RWY 36R[1]**
RNAV (GPS) Rwy 18L
RNAV (GPS) Rwy 36R
NA when local weather not available.
[1]NA when control tower closed.

CRAIG MUNI ..... **ILS or LOC Rwy 32**
RNAV (GPS) Rwy 14[1]
RNAV (GPS) Rwy 32
VOR Rwy 14[1]
VOR/DME Rwy 32
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

JACKSONVILLE INTL ..... **ILS Rwy 7[1]**
ILS Rwy 13[2]
ILS or LOC Rwy 25[2]
RADAR-1[3]
RNAV (GPS) Rwy 31[4]
VOR/DME Rwy 31[3]
[1]ILS, Category D, 700-2, Category E,800-2¾. LOC, Category E, 800-2¾.
[2]ILS, Category D, 700-2.
[3]Category E, 800-2¾.

NAME ALTERNATE MINIMUMS

KEY WEST, FL

KEY WEST INTL ..... **RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

LAKELAND, FL

LAKELAND LINDER RGNL .. **ILS or LOC Rwy 5**
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 27
VOR Rwy 9
VOR Rwy 27[1]
NA when control tower closed.
[1]Category C 800-2¼; Category D, 800-2½.

LEESBURG, FL

LEESBURG INTL ..... **RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
NA when local weather not available.

MARATHON, FL

THE FLORIDA KEYS MARATHON ..... **NDB-A**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 31
NA when local weather not available.

MAYAGUEZ, PR

EUGENIO MARIA
DE HOSTOS ..... **VOR or GPS Rwy 9**
Categories A,B, 1000-2; Category C, 1000-3.
NA except for operators with approved weather reporting service.

MERRITT ISLAND, FL

MERRITT ISLAND ..... **RNAV (GPS) Rwy 11**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

MIAMI, FL

KENDALL-TAMIAMI EXECUTIVE ..... **ILS or LOC Rwy 9R**[1]
RNAV (GPS) Rwy 9L
RNAV (GPS) Rwy 9R
RNAV (GPS) Rwy 27L
RNAV (GPS) Rwy 27R

NA when local weather not available.
[1]Category D, 700-2.

MIAMI INTL ..... **ILS or LOC Rwy 27**[1]
ILS or LOC Rwy 30[2]

[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C 900-2½; Category D, 900-2¾.

OPA LOCKA ..... **ILS Rwy 9L**
ILS Rwy 12
ILS/DME Rwy 27R

NA when control tower closed.

NAPLES, FL

NAPLES MUNI... ..... **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.

OCALA, FL

OCALA INTL-JIM TAYLOR FIELD.. ..... **ILS or LOC/DME Rwy 36**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 36

NA when local weather not available.

OKEECHOBEE, FL

OKEECHOBEE COUNTY.. **RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 32

NA when local weather not available.

ORLANDO, FL

EXECUTIVE ..... **ILS or LOC Rwy 7**
LOC BC Rwy 25
VOR/DME Rwy 7
VOR/DME Rwy 25

[1]Category D, 800-2½.

ORLANDO INTL ..... **ILS or LOC Rwy 17L**
ILS or LOC Rwy 17R
ILS or LOC Rwy 18R
ILS or LOC Rwy 35L
ILS or LOC Rwy 35R
ILS or LOC Rwy 36R

ILS, 700-2.

NAME ALTERNATE MINIMUMS

ORLANDO, FL (CON'T)

ORLANDO SANFORD INTL ..... **ILS or LOC Rwy 9L**[12]
ILS or LOC Rwy 9R[12]
ILS or LOC Rwy 27R[12]
NDB-B[2]
NDB-C[2]
RNAV (GPS) Rwy 9L[1]
RNAV (GPS) Rwy 9R[1]
RNAV (GPS) Rwy 27R[1]

[1]NA when local weather not available.
[2]NA when control tower closed.

PANAMA CITY, FL

NORTHWEST FLORIDA-PANAMA CITY INTL ..... **ILS or LOC/DME Rwy 16**

NA when control tower closed.

PENSACOLA, FL

PENSACOLA RGNL ..... **ILS or LOC Rwy 17**[1]
VOR Rwy 8[2]

[1]NA when Pensacola tower closed.
[2]Category D, 800-2¼.

POMPANO BEACH. FL

POMPANO BEACH AIRPARK ..... **LOC Rwy 15**[1]
RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 24
RNAV (GPS) Rwy 33

NA when local weather not available.
[1]NA when control tower closed.

PUNTA GORDA, FL

CHARLOTTE COUNTY ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 33
VOR Rwy 4
VOR Rwy 22

NA when local weather not available.

ST. AUGUSTINE, FL

ST. AUGUSTINE ..... **RNAV (GPS) Rwy 13**[1]
RNAV (GPS) Rwy 31[1]
VOR Rwy 13[2]
VOR Rwy 31[2]

[1]NA when local weather not available.
[2]NA when control tower closed.

ST. PETERSBURG, FL

ALBERT WHITTED ..... **RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36
VOR Rwy 18

NA when local weather not available.

NAME ALTERNATE MINIMUMS

ST. PETERSBURG-CLEARWATER, FL

ST. PETERSBURG- CLEARWATER INTL ..... **ILS or LOC Rwy 17L[12]**
ILS or LOC/DME Rwy 35R[12]
RNAV (GPS)-A[2]
RNAV (GPS) Rwy 17L[2]
RNAV (GPS) Rwy 35R[2]
VOR Rwy 4[3]

[1]Category E, 1000-3.
[2]NA when local weather not available.
[3]Categories A,B, 1000-2;Category C, 1000-2¾; Category D, 1000-3.

SAN JUAN, PR

LUIS MUNOZ MARIN INTL ..... **ILS Rwy 10[1]**
VOR or TACAN Rwy 8[2]
VOR or TACAN Rwy 10[2]
VOR or TACAN Rwy 26[2]

[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 900-3.

SARASOTA(BRADENTON), FL

SARASOTA/ BRADENTON INTL ..... **ILS or LOC Rwy 14[1]**
ILS or LOC Rwy 32[1]
VOR Rwy 32[2]

[1]NA when control tower closed.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

STUART, FL

WITHAM FIELD ..... **RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30

NA when local weather not available.

TALLAHASSEE, FL

TALLAHASSEE RGNL ... **ILS or LOC Rwy 27[123]**
ILS or LOC/DME Rwy 36[1]
NDB Rwy 36[1]
RNAV (GPS) Rwy 18[5]
RNAV (GPS) Rwy 27[5]
VOR/DME or TACAN Rwy 36[4]
VOR Rwy 18[15]

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]ILS,Categories A,B, 800-2; ILS,LOC,Category C, 800-2¼; Category D, 800-2½; Category E, 1000-3.
[4]Category E, 1000-3.
[5]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

TAMPA, FL

TAMPA INTL ..... **ILS or LOC Rwy 18R**
ILS or LOC Rwy 36L
RNAV (GPS) Rwy 18R
RNAV (GPS) Rwy 36L
RNAV (GPS) Rwy 36R

Category E, 1000-3.

PETER O KNIGHT ..... **NDB-A[1]**
RNAV (GPS) Rwy 21
RNAV (GPS) Rwy 35

NA when local weather not available.
[1]Categories A,B, 900-2; Category C, 900-2¾.

TAMPA EXECUTIVE ..... **ILS or LOC Rwy 23[1]**
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 23

NA when local weather not available.
[1]ILS,Categories B, C, 800-2.

TITUSVILLE, FL

SPACE COAST RGNL ..... **ILS or LOC Rwy 36[1]**
RNAV (GPS) Y Rwy 9[2]
RNAV (GPS) Y Rwy 18[2]
RNAV (GPS) Z Rwy 18[3]
RNAV (GPS) Rwy 36[2]

[1]ILS, 700-2, LOC,NA when control tower closed.
[2]NA when local weather not available.
[3]NA when control tower closed.

VERO BEACH, FL

VERO BEACH MUNI ..... **RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 11R
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 29L

NA when local weather not available.

WEST PALM BEACH, FL

PALM BEACH INTL ..... **ILS or LOC Rwy 10L[1]**
ILS or LOC Rwy 28R[1]
RNAV (GPS) Y Rwy 14[2]
VOR Rwy 14[3]

[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼.
[3]Category A,B, 900-2;Category C, 900-2½; Category D, 900-2¾.

WINTER HAVEN, FL

WINTER HAVEN'S GILBERT ..... **RNAV (GPS) Rwy 11[1]**
VOR/DME-A

Category D, 800-2¼.

DAYTONA BEACH, FL

Amdt. 8B, SEP 25, 2008 (FAA) ELEV **34**

DAYTONA BEACH INTL

RADAR-1 125.72 379.95 ▽

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	25R	AB	**620**-1	586	(600-1)	C	**620**-1½	586	(600-1½)
		D	**620**-1¾	586	(600-1¾)				
	34	AB	**580**-1	546	(600-1)	C	**580**-1½	546	(600-1½)
		D	**580**-1¾	546	(600-1¾)				
	16	AB	**640**-1	607	(700-1)	C	**640**-1¾	607	(700-1¾)
		D	**640**-2	607	(700-2)				
	7L	ABC	**480**/40	450	(500-¾)	D	**480**/50	450	(500-1)
CIRCLING		AB	**640**-1	606	(700-1)	C	**640**-1¾	606	(700-1¾)
		D	**640**-2	606	(600-2)				

For inoperative MALSR, increase S-ASR 7L visibility CATS A/B/C to RVR 5000.

DELAND, FL

Amdt. 3, AUG 10, 2000 (FAA) ELEV **80**

DELAND MUNI/SIDNEY H. TAYLOR FIELD

RADAR- 125.35 322.3 ▽ ⚠NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	23	AB	**480**-1	401	(400-1)	CD	**480**-1¼	401	(400-1¼)
CIRCLING		A	**560**-1	480	(500-1)	B	**580**-1	500	(500-1)
		C	**620**-1½	540	(600-1½)	D	**680**-2	600	(600-2)

Use Daytona Beach Intl altimeter setting.

FERNANDINA BEACH, FL

Amdt. 4A, MAR 16, 1998 (FAA) ELEV **16**

FERNANDINA BEACH MUNI

RADAR- 127.0 ⚠

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	13	A	**580**-1	564	(600-1)	B	**580**-1¼	564	(600-1¼)
		C	**580**-1½	564	(600-1½)	D	**580**-2	564	(600-2)
CIRCLING		A	**580**-1	564	(600-1)	B	**580**-1¼	564	(600-1¼)
		C	**580**-1½	564	(600-1½)	D	**580**-2	564	(600-2)
			JACKSONVILLE INTL ALTIMETER SETTING MINIMUMS						
ASR	13	A	**600**-1	584	(600-1)	B	**600**-1¼	584	(600-1¼)
		C	**600**-1½	584	(600-1½)	D	**600**-2	584	(600-2)
CIRCLING		A	**600**-1	584	(600-1)	B	**600**-1¼	584	(600-1¼)
		C	**600**-1½	584	(600-1½)	D	**620**-2	604	(700-2)

Straight-in minimums not authorized at night.
Obtain local altimeter setting on CTAF, when not received, use Jacksonville Intl altimeter setting minimums.

GAINESVILLE, FL

Orig-A , April 8, 2010 (FAA) ELEV **152**

GAINESVILLE RGNL

RADAR- 121.3 269.325

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	11	A	**740**/50	593	(600-1)	B	**740**/60	593	(600-1¼)
		C	**740**-1½	593	(600-1½)	D	**740**-2	593	(600-2)
	29	A	**520**/24	398	(400-½)	B	**520**/40	398	(400-¾)
		C	**520**/50	398	(400-1)	D	**520**-1½	398	(400-1½)
CIRCLING		A	**740**-1	589	(600-1)	B	**740**-1¼	589	(600-1¼)
		C	**740**-1½	589	(600-1½)	D	**740**-2	589	(600-2)

ASR 11 Missed Approach: Climb to 740 then climbing right turn to 2100 via heading 220 and OCF R-343 to DODNY Int and hold.
ASR 29 Missed Approach: Climb to 700 then climbing left turn to 2100 via heading 220 and OCF R-343 to DODNY Int and hold.

JACKSONVILLE, FL

Amdt 1, DEC 30, 1999 (FAA) ELEV **41**

CRAIG MUNI

RADAR- 124.9 347.8

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	32	A	**460**-½	419	(500-½)	B	**460**-¾	419	(500-¾)
		C	**460**-1	419	(500-1)	D	**460**-1½	419	(500-1½)
CIRCLING		A	**500**-1	459	(500-1)	B	**580**-1¼	539	(600-1¼)
		C	**580**-1½	539	(600-1½)	D	**600**-2	559	(600-2)

JACKSONVILLE, FL

Amdt. 6C, DEC 17, 2009 (FAA) ELEV **30**

JACKSONVILLE INTL

RADAR- 119.0 123.8 377.05 322.4 335.6 127.0 251.15

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	13	ABC	**380**-½	353	(400-½)	DE	**380**-1	353	(400-1)
	31	AB	**440**-1	415	(500-1)	CD	**440**-1¼	415	(500-1¼)
		E	**440**-1½	415	(500-1½)				
	7	AB	**460**/24	430	(500-½)	C	**460**/40	430	(500-¾)
		DE	**460**/50	430	(500-1)				
	25	AB	**460**/24	433	(500-½)	C	**460**/40	433	(500-¾)
		DE	**460**/50	433	(500-1)				
CIRCLING		AB	**520**-1	490	(500-1)	C	**520**-1½	490	(500-1½)
		D	**640**-2	610	(700-2)	E	**820**-2¾	790	(800-2¾)

Categories D and E S-13 visibility increased ¼ mile for inoperative MALSR.

JACKSONVILLE NAS (KNIP), (TOWERS FIELD) FL (10042 USN) ELEV 20

RADAR[1] - (E) 127.7x 133.25 266.8x 276.4x 282.375 328.4 348.0x 363.0x 379.225x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	10[2]	3.0°/38/739	ABCDE	120-¼	100	(100-¼)
	28[3][5]	3.0°/40/746	ABCDE	212-½	200	(200-½)
PAR W/O GS[1]	28[4]		ABCDE	340-¾	328	(400-¾)
	10[4]		ABCDE	360-¾	340	(400-¾)
ASR	28[6]		AB	400-½	388	(400-½)
			CDE	400-¾	388	(400-¾)
	10[7]		AB	420-½	400	(400-½)
			CD	420-¾	400	(400-¾)
			E	420-1	400	(400-1)
	32		AB	420-1	400	(400-1)
			CD	420-1¼	400	(400-1¼)
			E	420-1½	400	(400-1½)
CIR[8]	All Rwy		AB	480-1	460	(500-1)
			C	480-1½	460	(500-1½)
			D	580-2	560	(600-2)
			E	860-3	840	(900-3)

[1]No-NOTAM MP: PAR 1200-1600Z++ Tue. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABCDE to ¾ mile. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]PAPI RRP and PAR RPI are not coincident. [6]When ALS inop, increase vis CAT ABC to 1mile, DE to 1¼ miles. [7]When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. [8]Increase vis CAT AB to 1¼ miles when circling from PAR W/O GS.

KEY WEST, FL

Amdt. 4B, JAN 15, 2009 (FAA) ELEV **3**

KEY WEST INTL

RADAR- 124.025 289.85

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	27	AB	**440**-1	437	(500-1)	C	**440**-1¼	437	(500-1¼)
		D	**440**-1½	437	(500-1½)				
	9	AB	**460**-1	457	(500-1)	C	**460**-1¼	457	(500-1¼)
		D	**460**-1½	457	(500-1½)				
CIRCLING		AB	**500**-1	497	(500-1)	C	**500**-1½	497	(500-1½)
		D	**620**-2	617	(700-2)				

KEY WEST NAS (KNQX), (BOCA CHICA FLD), FL (10154 USN) ELEV 6

RADAR[1] **- (E)** 134.925x 272.25x 348.25x 317.575x

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[2]	7[3]	3.0°/44/833	ABCDE	104-¼	100	(100-¼)
	25	3.0°/43/799	ABCDE	105-½	100	(100-½)
	3	3.0°/36/672	ABCDE	104-½	100	(100-½)
PAR W/O GS	3		ABCDE	300-1¼	296	(300-1¼)
	7[4]		ABCDE	360-¾	356	(400-¾)
	25		ABCDE	340-1¼	335	(400-1¼)
ASR	7[5]		AB	360-½	356	(400-½)
			CDE	360-¾	356	(400-¾)
	31		ABCD	340-1	336	(400-1)
			E	340-1¼	336	(400-1¼)
	3		ABCD	340-1	336	(400-1)
			E	340-1¼	336	(400-1¼)
	13		ABC	380-1	376	(400-1)
			DE	380-1¼	376	(400-1¼)
	21		AB	460-1	454	(500-1)
			C	460-1¼	454	(500-1¼)
			DE	460-1½	454	(500-1½)
	25		AB	460-1	455	(500-1)
			C	460-1¼	455	(500-1¼)
			DE	460-1½	455	(500-1½)
CIR[6]	21, 25		A	460-1	454	(500-1)
			B	500-1	494	(500-1)
			C	500-1½	494	(500-1½)
			DE	560-2	554	(600-2)
	3,7,13,31		A	440-1	434	(500-1)
			B	500-1	494	(500-1)
			C	500-1½	494	(500-1½)
			DE	560-2	554	(600-2)

[1]Opr 1200-0300Z++. [2]No-NOTAM preventive maint sked: 1100-1700Z++ Tue. [3]When ALS inop, increase vis CAT ABCDE to ½ mile. [4]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [5]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When circling from PAR W/O GS Rwys 3,7,25, increase CAT AB vis to 1¼ miles.

MAYPORT NS (KNRB), (ADM DAVID L. MC DONALD FLD), FL (10042 USN) ELEV 15

RADAR[1] [2] **- (E)** 119.7x 125.525x 235.675x 253.95x 278.1 323.25x 355.6x 379.025x ▽

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	5	3.0°/48/911	ABCDE	213-¾	200	(200-¾)
	23[3] [4]	3.0°/48/912	ABCDE	309-1	294	(300-1)
	COP 5[5]	3.0°/48/911	COPTER	118-½	105	(200-½)
	COP 23[4] [5]	3.0°/48/912	COPTER	265-¾	250	(300-¾)
PAR W/O GS						
	5		ABC	380-1	367	(400-1)
			DE	380-1¼	367	(400-1¼)
	23[4]		AB	420-1	405	(500-1)
			CD	420-1¼	405	(500-1¼)
			E	420-1½	405	(500-1½)
ASR	5		ABC	400-1	387	(400-1)
			DE	400-1¼	387	(400-1¼)
	23[4]		AB	500-1	485	(500-1)
			C	500-1¼	485	(500-1¼)
			D	500-1½	485	(500-1½)
			E	500-1¾	485	(500-1¾)
CIR PAR	5-23[4]		ABC	560-2	545	(600-2)
			D	580-2	565	(600-2)
			E	640-2¼	625	(700-2¼)
CIR	5-23[4]		AB	560-1	545	(600-1)
PAR W/O GS			C	560-1½	545	(600-1½)
ASR			D	580-2	565	(600-2)
			E	640-2¼	625	(700-2¼)

[1]SFA not avbl. [2]No-NOTAM preventive maint sked: ASR/PAR 1100-1500Z++ Tue. [3] Acft height groups 1 and 2 authorized. Acft height groups 3 and 4 authorized only when the St. Johns river is clear of vessels from the mouth of Haulover Creek to St. Johns Point. [4]Vessels with masts up to 150' transitioning the St. Johns River within 1 NM of Rwy 23 threshold. [5]NOT FOR CIVIL USE.

NEW SMYRNA BEACH, FL

Amdt. 3A, MAR 27, 2001 (FAA) ELEV **10**

NEW SMYRNA BEACH MUNI

RADAR- 125.35 322.3 ▽ ⚠ NA

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	11	AB	**620**-1	610	(700-1)	C	**620**-1¾	610	(700-1¾)
		D	**620**-2	610	(700-2)				
CIRCLING		AB	**620**-1	610	(700-1)	C	**620**-1¾	610	(700-1¾)
		D	**620**-2	610	(700-2)				

Use Daytona Beach altimeter setting.

ORMOND BEACH, FL

Amdt. 2C, MAR 26, 2001 (FAA) ELEV **28**

ORMOND BEACH MUNI

RADAR- 125.8 385.5 ⚠ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	8		ABC	**420**-1	392	(400-1)	D	**NA**		
CIRCLING			AB	**500**-1	472	(500-1)	C	**500**-1½	472	(500-1½)
			D	**NA**						

Use Daytona Beach, FL altimeter setting.

PENSACOLA NAS (KNPA), (FORREST SHERMAN FLD), FL (10126 USN) **ELEV 28**

RADAR[1] - (E) 128.25 239.05 285.625 288.325 305.2 314.0 318.8 348.725 383.8

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	7L[2]	3.0°/55/1078	ABCDE	123-¼	100	(100-¼)
	7R	3.0°/55/1040	ABCDE	125-½	100	(100-½)
	25R	3.0°/38/710	ABCDE	121-½	100	(100-½)
	19	3.0°/40/737	ABCDE	122-½	100	(100-½)
	25L	3.0°/39/745	ABCDE	122-½	100	(100-½)
	1	3.0°/39/744	ABCDE	128-½	100	(100-½)
PAR	7R[3]		ABCDE	380-1¼	357	(400-1¼)
SIDESTEP	25L[3]		ABCD	420-1¼	339	(400-1¼)
			E	420-1½	339	(400-1½)
PAR W/O GS	7L[4]		AB	380-½	357	(400-½)
			CDE	380-¾	357	(400-¾)
	7R		ABC	380-1	355	(400-1)
			DE	380-1¼	355	(400-1¼)
	25L		ABCDE	360-1¼	338	(400-1¼)
	1		ABCDE	360-1¼	332	(400-1¼)
	19		ABCDE	380-1¼	358	(400-1¼)
	25R		ABCD	420-1¼	399	(400-1¼)
			E	420-1½	399	(400-1½)
PAR W/O GS	7R[3]		ABC	380-1	357	(400-1)
SIDESTEP			DE	380-1¼	357	(400-1¼)
	25L[3]		ABCD	420-1¼	399	(400-1¼)
			E	420-1½	399	(400-1½)
CIR[5] [6]	7R-25L, 7L-25R, 1-19		AB	520-1¼	492	(500-1¼)
			C	520-1½	492	(500-1½)
			DE	580-2	552	(600-2)

[1]No-NOTAM preventive maint sked: PAR 1800-2300Z++ Sun. [2]When ALS inop, increase vis to ½ mile. [3]Sidestep not authorized until within 2 NM of Touchdown. [4]When ALS inop, increase CAT ABC vis to 1 mile, CAT DE to 1¼ miles. [5]Circling auth from PAR W/O GS only. Circling from sidestep not auth. [6]Cir vis PAR W/O GS RWY 7L and PAR W/O GS RWY 7R CAT AB 1 mile.

TALLAHASSEE, FL

Amdt. 5A, FEB 16, 2006 (FAA) ELEV **81**

TALLAHASSEE RGNL

RADAR- 135.8 317.4

	RWY GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	9	AB	**480**/50	410	(500-1)	CD	**480**/60	410	(500-1¼)
	36	AB	**460**/24	396	(400-½)	CD	**460**/40	396	(400-¾)
	27	AB	**460**/24	407	(500-½)	CD	**460**/40	407	(500-¾)
	18	AB	**560**-1	479	(500-1)	C	**560**-1¼	479	(500-1¼)
		D	**560**-1½	479	(500-1½)				
CIRCLING		AB	**560**-1	479	(500-1)	C	**580**-1½	499	(500-1½)
		D	**640**-2	559	(600-2)				

When control tower closed, ASR NA.
For inoperative ALSF, increase ASR-27 Cat D visibility to RVR 6000.
For inoperative MALSR increase ASR-36 Cat D visibility to RVR 6000.

TYNDALL AFB (KPAM), FL (Panama City) (08241 USAF) ELEV 17

RADAR[2]- (E) 125.2 392.1 (N above 5000') 119.1 379.3 (N below 5000') 124.15 341.7 (S above 5000') 136.4 338.35 (S below 5000')

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	13L[3]	2.5°/49/1131	ABCDE	214/24	200	(200-½)
	31R[3]	2.5°/50/1146	ABCDE	214/24	200	(200-½)
	13R[6]	2.5°/36/822	ABCDE	215-¾	200	(200-¾)
	31L[7]	2.5°/40/919	ABCDE	217-¾	200	(200-¾)
ASR[1]	31R[4]		AB	460/24	446	(500-½)
			C	460/40	446	(500-¾)
			DE	460/50	446	(500-1)
	31L		AB	460-1	443	(500-1)
			C	460-1¼	443	(500-1¼)
			DE	460-1½	443	(500-1½)
	13L[5]		AB	520/24	506	(600-½)
			CD	520/50	506	(600-1)
			E	520/60	506	(600-1¼)
	13R		AB	520-1	505	(600-1)
			CD	520-1½	505	(600-1½)
			E	520-1¾	505	(600-1¾)
CIR	All Rwy		AB	560-1	543	(600-1)
			C	560-1½	543	(600-1½)
			D	580-2	563	(600-2)
			E	620-2¼	603	(700-2¼)

[1]When ASR out PAR not avbl. [2]No-NOTAM preventive maint sked: ASR-0930-1130Z++ Mon-Fri, 1200-1400Z++ wkend. PAR 1200-1400Z++ Mon-Fri, 1400-1600Z++ wkend. [3]When ALS inop, increase RVR to 40 and vis to ¾ mile. [4]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles. [5]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles. [6]CAUTION: Height Group 3 WCH 16', Height Group 4 WCH 11'. [7]CAUTION: Height Group 4 WCH 15'.

WHITING FLD NAS-NORTH (KNSE), FL (Milton) (07354 USN) ELEV 199

RADAR[1]- Ctc PENSACOLA APP CON **(E)** 126.85 127.35 278.8 298.9

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR	14[2]		ABC	560-¾	361	(400-¾)
			DE	560-1½	361	(400-1½)
	23		ABC	540-1¼	357	(400-1¼)
			DE	540-2	357	(400-2)
	5		ABC	620-1¼	440	(500-1¼)
			DE	620-2	440	(500-2)
Circling[3]	14, 23, 32[4]		A	580-1	381	(400-1)
			B	660-1	461	(500-1)
			C	660-1½	461	(500-1½)
			DE	760-2	561	(600-2)
	5		A	620-1¼	421	(500-1¼)
			B	660-1¼	461	(500-1¼)
			C	660-1½	461	(500-1½)
			DE	760-2	561	(600-2)

[1]No-NOTAM preventive maint sked: Mon 1300-1800Z++; Apch only avbl dur NDZ oprs hr. [2]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 2 miles. [3]Circling not authorized in sector SE of Rwy 14-32 and SW of Rwy 5-23. [4]When circling to land Rwy 23 from ASR approach, increase CAT AB vis to 1¼ miles.

WHITING FIELD NAS-SOUTH (KNDZ), FL (Milton) (07354 USN) ELEV 177

RADAR[1]- Ctc PENSACOLA APP CON **(E)** 124.85 385.4

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32	3.0°/54/965	ABCDE	271-½	100	(100-½)
	23[2]	3.0°/39/665	ABCDE	427-1	250	(300-1)
PAR W/O GS	32[3]		ABCDE	420-¾	249	(300-¾)
	23		ABCDE	460-1¼	283	(300-1¼)
ASR	32[4]		ABC	500-¾	329	(400-¾)
			DE	500-1½	329	(400-1½)
	23		ABC	540-1¼	363	(400-1¼)
			DE	540-2	363	(400-2)
	14[5]		ABC	620-1¼	445	(500-1¼)
			DE	620-1½	445	(500-1½)
	5		ABC	620-1¼	451	(500-1¼)
			DE	620-2	451	(500-2)
CIR[6]	5, 14		A	620-1¼	443	(500-1¼)
			B	640-1¼	463	(500-1¼)
			C	640-1½	463	(500-1½)
			DE	740-2	563	(600-2)
	23, 32[7]		A	560-1	383	(400-1)
			B	640-1	463	(500-1)
			C	640-1½	463	(500-1½)
			DE	740-2	563	(600-2)

[1]No-NOTAM preventive maint sked: Mon 1300-1800Z++. [2]Caution: PAR TCH and RPI not coincident with PAPI. [3]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [4]When ALS inop, increase vis CAT ABC to 1¼ miles, CAT DE to 2 miles. [5]20:1 visual area penetrated by unlit obstacles. When VGSI inop, night straight-in or circling procedure not authorized. [6]Circling not authorized in sector NE of Rwy 14-32 and NW of Rwy 5-23. Circling authorized from PAR W/O GS and ASR only. Caution - Whiting Fld NAS - North 1 NM North. [7]When circling to land Rwy 23 from ASR approach, increase CAT AB vis to 1¼ miles.

INSTRUCTION APPROACH PROCEDURE CHARTS

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AGUADILLA, PR

RAFAEL HERNANDEZ (BQN)

ORIG 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 262° CW to 158° from DER. **Rwy 26,** climb on a heading between 230° CW to 082° from DER.

NOTE: **Rwy 8,** vehicles on roadway beginning 1489' from DER, left and right of centerline, up to 15' AGL/242' MSL. **Rwy 26,** vehicles on roadway beginning 751' from DER, left and right of centerline, up to 17' AGL/275' MSL. Trees beginning 939' from DER, 447' right of centerline, up to 100' AGL/343' MSL.

APALACHICOLA, FL

APALACHICOLA RGNL

NOTE: **Rwy 6,** multiple trees beginning 22' from departure end of runway, 15' right of centerline, up to 99' AGL/108' MSL. Multiple trees beginning 1153' from departure end of runway, 97' left of centerline, up to 92' AGL/101' MSL. **Rwy 13,** multiple trees beginning 207' from departure end of runway, 147' left of centerline, up to 95' AGL/97' MSL. Bush 427' from departure end of runway, 276' left of centerline, 15' AGL/32' MSL. Multiple trees beginning 2951' from departure end of runway, 68' right of centerline, up to 90' AGL/99' MSL. **Rwy 18,** multiple trees beginning 1032' from departure end of runway, 43' left of centerline, up to 22' AGL/56' MSL. Multiple trees beginning 1438' from departure end of runway, 219' right of centerline, up to 22' AGL/72' MSL.

NAME TAKE-OFF MINIMUMS

APALACHICOLA MUNI (CON'T)

Rwy 24, multiple trees beginning 24' from departure end of runway, 17' right of centerline up to 75' AGL/84' MSL. Multiple trees beginning 71' from departure end of runway, 77' left of centerline, up to 79' AGL/88' MSL. Multiple light poles beginning 583' from departure end of runway, 268' left of centerline, up to 32' AGL/47' MSL. Bush 1018' from departure end fo runway, 394' left of centerline, 41' AGL/47' MSL. **Rwy 31,** multiple trees beginning 52' from departure end of runway, 88' left of centerline, up to 73' AGL/82' MSL. Multiple trees beginning 137' from departure end of runway, 75' right of centerline, 78' AGL/87' MSL. **Rwy 36,** multiple trees beginning 686' from departure end of runway, 260' left of centerline, up to 81' AGL/90' MSL. Multiple trees beginning 991' from departure end of runway, 179' right of centerline, up to 81' AGL/90' MSL.

AVON PARK, FL

AVON PARK EXECUTIVE (AVO)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. w/ min. climb of 430' per NM to 500.

NOTE: **Rwy 5,** trees beginning 219' from DER, 84' left of centerline, up to 100' AGL/284' MSL. Trees beginning 1007' from DER, 298' right of centerline, up to 100' AGL/289' MSL. Building 327' from DER, 431' right of centerline, 21' AGL/182' MSL. **Rwy 10,** buildings beginning 293' from DER, 251' left of centerline, up to 30' AGL/285' MSL. Line of trees beginning 298' from DER, 149' right to 229' left of centerline, up to 100' AGL/269' MSL. **Rwy 23,** trees beginning 52' from DER, 118' right of centerline, up to 26' AGL/186' MSL. Trees beginning 23' from DER, 93' left of centerline, up to 38' AGL/198' MSL. Power lines beginning 2691' from DER, 1019' left to 2034' right of centerline, up to 79' AGL/235' MSL. **Rwy 28,** numerous trees beginning 371' from DER, 218' right of centerline, up to 100' AGL/259' MSL. Buildings and light poles beginning 1491' from DER, 187' left of centerline, up to 40' AGL/194' MSL. Power pylons beginning 2082' from DER, 935' left to 252' right of centerline, up to 79' AGL/233' MSL.

BARTOW, FL

BARTOW MUNI (BOW)

ORIG 08157 (FAA)

NOTE: **Rwy 5,** trees beginning 816' from departure end of runway, 7' left of centerline, up to 79' AGL/198' MSL. Trees beginning 164' from departure end of runway, 9' right of centerline, up to 65' AGL/184' MSL. **Rwy 9L,** vehicles on roadway and trees beginning 16' from departure end of runway, 19' left of centerline, up to 55' AGL/174' MSL. Trees beginning 49' from departure end of runway, 54' right of centerline, up to 54' AGL/173' MSL. **Rwy 9R,** trees beginning 637' from departure end of runway, 113' left of centerline, up to 64' AGL/173' MSL. Trees beginning 1311' from departure end of runway, 253' right of centerline, up to 69' AGL/178' MSL. **Rwy 23,** trees beginning 143' from departure end of runway, 87' left of centerline, up to 72' AGL/191' MSL. Trees beginning 419' from departure end of runway, 33' right of centerline, up to 100' AGL/239' MSL. **Rwy 27L,** trees beginning 939' from departure end of runway, 644' left of centerline, up to 100' AGL/249' MSL. Trees beginning 2007' from departure end of runway, 517' right of centerline, up to 36' AGL/175' MSL. Tower 2880' from departure end of runway, 1015' left of centerline, 50' AGL/188' MSL. **Rwy 27R,** trees beginning 2433' from departure end of runway, 1069' left of centerline, up to 100' AGL/249' MSL. Vehicles on roadway, poles and multiple trees beginning 1179' from departure end of runway, 260' right of centerline, up to 100' AGL/249' MSL.

BOCA RATON, FL

BOCA RATON

TAKE-OFF MINIMUMS: **Rwy 23,** 300-1, or std. w/ a min. climb of 230' per NM to 300. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 5,** numerous trees and poles beginning 185' from departure end of runway, 20' left of centerline, up to 35' AGL/49' MSL. Numerous trees and poles beginning 6' from departure end of runway, 267' right of centerline, up to 28' AGL/45' MSL. **Rwy 23,** numerous trees, poles, and buildings beginning 278' from departure end of runway, 41' left of centerline, up to 137' AGL/154' MSL. Numerous trees, poles and buildings beginning 626' from departure end of runway, 171' right of centerline, up to 154' AGL/171' MSL.

BONIFAY, FL

TRI COUNTY

DEPARTURE PROCEDURE: **Rwys 1, 19,** climb runway heading to 2000 before turning west.

BROOKSVILLE, FL

HERNANDO COUNTY (BKV)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1¼ or std. w/ a min. climb of 220' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

NOTE: **Rwy 3,** obstruction light and trees beginning 297' from DER, 34' right of centerline, up to 81' AGL/151' MSL. Trees beginning 1681' from DER, 29' left of centerline, up to 83' AGL/153' MSL. **Rwy 9,** trees 9' from DER, 287' right of centerline, up to 69' AGL/73' MSL. Trees beginning 2021' left and right of centerline, up to 92' AGL/171' MSL. **Rwy 21,** pole and trees beginning 46' from DER, 27' right of centerline, up to 70' AGL/138' MSL. Building and trees beginning 108' from DER, 39' left of centerline, up to 85' AGL/155' MSL. **Rwy 27,** trees 2143' from DER, 891' left of centerline, up to 89' AGL/189' MSL. Trees 4755' from DER, 1684' right of centerline, up to 99' AGL/199' MSL.

CAPE CANAVERAL AFS SKID STRIP (KXMR)

COCOA BEACH, FL 07046

DEPARTURE PROCEDURES: **Rwy 13**, diverse departure authorized. Cross DER at or above 20' AGL/29' MSL for Take Off Minima Standard with Climb Gradient 200 ft/NM. **Rwy 31**, diverse departure authorized 322° CCW to 143° only.

TAKE-OFF OBSTACLES: **Rwy 13**, numerous trees 500' left and right of centerline beginning from DER and numerous trees left and right of centerline beginning 1100' from DER, up to 80' AGL/100' MSL. **Rwy 31**, light pole 1795' from DER, 498' left of centerline, 35' AGL/67' MSL. Trees 2042' from DER, 162' right of centerline, 45' AGL/72' MSL. Brush 500' from DER, 300' right of centerline, 18' AGL/48' MSL. Brush 144' from DER, 500' left of centerline, 8' AGL/38' MSL. Pylon 4347' from DER, 700' right of centerline, 61' AGL/135' MSL. Pylon 4534' from DER, 1069' right of centerline, 78' AGL/150' MSL. Terrain 101' to 500' left of DER, 17' MSL. Terrain 185' from DER, 138' to 585' right of centerline, 18' MSL. Trees 1031' from DER, 114' left of centerline, 45' AGL/70' MSL. Trees 3864' from DER, 393' left of centerline, 80' AGL/120' MSL. Trees 3760' from DER, 490' right of centerline, 80' AGL/120' MSL.

CHARLOTTE AMALIE, ST. THOMAS, VI

CYRIL E. KING (STT)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10,** 400-1 with minimum climb of 462' per NM to 1400 or 2100-2½ for climb in visual conditions. **Rwy 28,** 800-3 or std. w/ min. climb of 366' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 10,** climbing right turn heading 120° to 2000 before turning north or for climb in visual conditions, cross Cyril E King airport at or above 2000 before proceeding on course. **Rwy 28,** climb heading 280° to 2000 before turning north.

NOTE: **Rwy 10,** antenna on building 258' from departure end of runway, 485' left of centerline, 25' AGL/41' MSL. Multiple trees beginning 729' from departure end of runway, 244' right of centerline up to 100' AGL/259' MSL. Pole 300' from departure end of runway, 430' right of centerline, 23' AGL/39' MSL. **Rwy 28,** antenna 33' from departure end of runway, 412' left of centerline, 16' AGL/29' MSL. Bush 175' from departure end of runway, 178' right of centerline, 2' AGL/29' MSL. Bush 206' from departure end of runway, 121' left of centerline, 2' AGL/29' MSL. Trees beginning 2.39 NM from departure end of runway, 4351' right of centerline, 100' AGL/710' MSL.

CHRISTIANSTED, ST. CROIX, VI

HENRY E. ROHLSEN

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1½ or std. w/ a min. climb of 300' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 10**, climb via heading 103° to 1300 before proceeding on course. **Rwy 28**, climb via heading 280° to 1100 before proceeding on course.

NOTE: **Rwy 10**, pole and bushes beginning 103' from departure end of runway, 283' right of centerline, up to 30' AGL/44' MSL. Bushes, trees, pole, elevator, strobe on elevator, obstruction light on stack, building, and refinery beginning 127' from departure end of runway, 324' left of centerline, up to 203' AGL/231' MSL. **Rwy 28**, tree 517' from departure end of runway, 553' right of centerline, 54' AGL/114' MSL. Tower 1499' from departure end of runway, 802' right of centerline, 50' AGL/140' MSL.

CLEWISTON, FL

AIRGLADES (2IS)

ORIG 09071 (FAA)

NOTE: **Rwy 31,** vehicle on road, 362' from DER, 578' right of centerline, 15' AGL/38' MSL.

CRESTVIEW, FL

BOB SIKES (CEW)

ORIG 08213 (FAA)

NOTE: **Rwy 17,** trees beginning 92' from departure end of runway, 248' right of centerline up to 100' AGL/203' MSL. Trees beginning 171' from departure end of runway, 9' left of centerline, up to 100' AGL/205' MSL. **Rwy 35,** trees beginning 329' from departure end of runway, 222' right of centerline up to 100' AGL/272' MSL. Trees beginning 152' from departure end of runway, 184' left of centerline, up to 100' AGL/278' MSL.

CROSS CITY, FL

CROSS CITY (CTY)

ORIG 08157 (FAA)

NOTE: **Rwy 4,** trees beginning 527' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. **Rwy 13,** trees beginning 158' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Tank 3302' from departure end of runway, 927' right of centerline, 101' AGL/141' MSL. **Rwy 22,** trees beginning 1510' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL. Powerlines 2807' from departure end of runway, 58' left of centerline, 73' AGL/114' MSL. **Rwy 31,** trees beginning 195' from departure end of runway, left and right of centerline, up to 100' AGL/149' MSL.

CRYSTAL RIVER, FL

CRYSTAL RIVER (CGC)
ORIG 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** std. w/ min. climb of 260' per NM to 600, or 500-2¾ with min. climb of 210' per NM to 900, or 900-2½ for climb in visual conditions. **Rwys 18, 36,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 096° to 700 before turning right, or for climb in visual conditions cross Crystal River airport at or above 800 before proceeding on course.

NOTE: **Rwy 9,** vehicles on road beginning 6' from DER, from left to right of centerline, up to 15' AGL/24' MSL. Multiple trees beginning 364' from DER, from 680' left of centerline to 820' right of centerline, up to 100' AGL/129' MSL. **Rwy 27,** trees 17' from DER, 484' right of centerline, up to 100' AGL/109' MSL. Vehicles on road beginning 368' from DER, from left to right of centerline, up to 15' AGL/24' MSL. Power line beginning 474' from DER, from left to right of centerline, up to 26' AGL/45' MSL. Building 916' from DER, on centerline, 26' AGL/35' MSL. Multiple trees beginning 762' from DER, from 915' left of centerline to 641' right of centerline, up to 100' AGL/119' MSL.

DAYTONA BEACH, FL

DAYTONA BEACH INTL (DAB)
AMDT 4 09239 (FAA)

NOTE: **Rwy 7L,** multiple trees beginning 1834' from DER, 646' right of centerline, up to 64' AGL/95' MSL. **Rwy 7R,** tower, trees beginning 1042' from DER, 413' right of centerline, up to 100' AGL/135' MSL. Hanger, multiple trees beginning 901' from DER, 55' left of centerline, up to 67' AGL/101' MSL. **Rwy 16,** multiple trees beginning 57' from DER, 19' left of centerline, up to 75' AGL/104' MSL. Multiple trees beginning 871' from DER, 3' right of centerline, up to 83' AGL/112' MSL. **Rwy 25L,** multiple trees beginning 123' from DER, 75' left of centerline, up to 80' AGL/109' MSL. Multiple trees and antenna beginning 1002' from DER, 85' right of centerline, up to 72' AGL/101' MSL. **Rwy 25R,** multiple trees, signs, and poles beginning 428' from DER, 38' right of centerline, up to 88' AGL/115' MSL. Multiple trees beginning 1254' from DER, 41' left of centerline, up to 84' AGL/108' MSL. **Rwy 34,** multiple trees, building and obstruction light beginning 1013' from DER, 90' left of centerline, up to 82' AGL/111' MSL. Multiple trees, beginning 1108' from DER, 6' right of centerline, up to 78' AGL/107' MSL.

DEFUNIAK SPRINGS, FL

DEFUNIAK SPRINGS (54J)
ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2¼ or std. w/ min. climb of 254' per NM to 800. **Rwys 18, 36,** NA - dirt.

NOTE: **Rwy 9,** multiple roads, railroad, building, fence, light on pole, poles, signs, towers and trees beginning 25' from DER, 1' left of centerline, up to 431' AGL/617' MSL. Multiple trees and roads beginning 71' from DER, 118' right of centerline, up to 74' AGL/343' MSL. **Rwy 27,** multiple trees, poles, fences, roads and building beginning 8' from DER, 39' left of centerline, up to 64' AGL/353' MSL. Multiple trees, poles, roads, buildings and light on pole beginning 82' from DER, 15' right of centerline, up to 53' AGL/342' MSL.

DELAND, FL

DELAND MUNI/SIDNEY H. TAYLOR FIELD

DEPARTURE PROCEDURE: **Rwy 5,** climb via heading 054° to 1800 before proceeding on course. **Rwy 12,** climb via heading 122° to 1800 before proceeding on course. **Rwy 23,** climb via heading 234° to 1800 before proceeding on course. **Rwy 30,** climb via heading 302° to 1800 before proceeding on course.

NOTE: **Rwy 5,** numerous trees beginning 64' from departure end of runway, 245' left of centerline, up to 100' AGL/143' MSL. Numerous trees beginning 869' from departure end of runway, 410' right of centerline, up to 100' AGL/154' MSL. **Rwy 12,** numerous trees beginning 154' from departure end of runway, 129' left of centerline, up to 100' AGL/153' MSL. Numerous trees beginning 456' from departure end of runway, 289' right of centerline, up to 100' AGL/162' MSL. **Rwy 30,** numerous trees beginning 624' from departure end of runway, 9' left of centerline, up to 100' AGL/156' MSL. Numerous trees beginning 159' from departure end of runway, 341' right of centerline, up to 100' AGL/162' MSL. **Rwy 23,** light pole and numerous trees beginning 381' from departure end of runway, 44' right of centerline, up to 100' AGL/132' MSL. Pole, building, vent on building, hangar, and trees beginning 164' from departure end of runway, 26' left of centerline, up to 100' AGL/129' MSL.

DESTIN, FL

DESTIN-FORT WALTON BEACH

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 400 before making turn.

DUNNELLON, FL

DUNNELLON/MARION CO & PARK OF COMMERCE (X35)
ORIG 10042 (FAA)

NOTE: **Rwy 5,** trees beginning 17' from DER, 279' left of centerline, up to 100' AGL/169' MSL. Trees beginning 481' from DER, 304' right of centerline, up to 100' AGL/179' MSL. **Rwy 9,** trees beginning 315' from DER, 281' right of centerline, up to 100' AGL/164' MSL. Trees beginning 693' from DER, 332' left of centerline, up to 100' AGL/164' MSL. **Rwy 23,** tree 705' from DER, 455' left of centerline, 100 AGL/164' MSL. Tree 2132' from DER, 212' right of centerline, 100' AGL/164' MSL. **Rwy 27,** trees beginning 354' from DER, 417' right of centerline, up to 100' AGL/174' MSL. Trees beginning 921' from DER, 273' left of centerline, up to 100' AGL/164' MSL.

FERNANDINA BEACH, FL

FERNANDINA BEACH MUNI (FHB)
ORIG 09323 (FAA)

NOTE: **Rwy 4,** vehicles on roadway, beginning 443' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 573' from DER, 442' right of centerline, up to 100' AGL/114' MSL. Trees beginning 705' from DER, 484' left of centerline, up to 100' AGL/114' MSL. **Rwy 8,** trees beginning abeam DER, 402' right of centerline, up to 100' AGL/114' MSL. Trees beginning 221' from DER, 247' left of centerline, up to 100' AGL/114' MSL. Vehicles on roadway, 452' from DER, left and right of centerline, up to 15' AGL/34' MSL. **Rwy 13,** trees beginning 31' from DER, 323' right of centerline, up to 25' AGL/36' MSL. Vehicles on roadway, 403' from DER, left and right of centerline, up to 15' AGL/29' MSL. Trees beginning 432' from DER, 574' left of centerline, up to 100' AGL/119' MSL. **Rwy 22,** trees beginning 163' from DER, 503' right of centerline, up to 100' AGL/114' MSL. **Rwy 26,** trees beginning 279' from DER, 460' left of centerline, up to 74' AGL/79' MSL. Trees beginning 869' from DER, 331' right of centerline, up to 88' AGL/93' MSL. **Rwy 31,** tree 29' from DER, 458' left of centerline, 8' AGL/18' MSL. Trees beginning 518' from DER, 530' left of centerline, up to 91' AGL/96' MSL. Trees beginning 757' from DER, 563' right of centerline, up to 70' AGL/75' MSL. Trees beginning 1965' from DER, 170' left of centerline, up to 89' AGL/94' MSL.

FORT LAUDERDALE, FL

FORT LAUDERDALE-EXECUTIVE

DEPARTURE PROCEDURE: **Rwy 26,** climb heading 267° to 600 before turning left.

NOTE: **Rwy 8,** tree 1905' from departure end of runway, 482' right of centerline, 80' AGL/89' MSL. Building 4721' from departure end of runway, 47' right of centerline, 150' AGL/159' MSL. **Rwy 13,** hangar 252' from departure end of runway, 302' right of centerline, 29' AGL/39' MSL. Light pole 634' from departure end of runway, 354' left of centerline, 44' AGL/54' MSL. Tree 808' from departure end of runway, 166' right of centerline, 29' AGL/39' MSL. Tree 2237' from departure end of runway, 258' right of centerline, 91' AGL/101' MSL. Antenna on tower 5130' from departure end of runway, 1825' right of centerline, 137' AGL/147' MSL. **Rwy 26,** multiple trees beginning 2041' from departure end of runway, 256' left of centerline, up to 106' AGL/116' MSL. Six towers 2.3 NM from departure end of runway, 5031' left of centerline, 399' AGL/409' MSL. **Rwy 31,** multiple trees beginning 704' from departure end of runway, 263' right of centerline, up to 71' AGL/81' MSL.

FORT LAUDERDALE, FL (CON'T)

FORT LAUDERDALE-HOLLYWOOD INTL

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 093° to 500 before turning left. **Rwy 13,** climb heading 138° to 800 before turning right. **Rwy 27L,** climb heading 273° to 600 before turning left. **Rwy 27R,** climb heading 273° to 500 before turning left.

NOTE: **Rwy 9L,** railroad, light pole, and antenna on building beginning 469' from departure end of runway, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from departure end of runway, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from departure end of runway, 272' right of centerline, 55' AGL/59' MSL. **Rwy 9R,** light pole 545' from departure end of runway, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from departure end of runway, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from departure end of runway, 133' right of centerline, up to 56' AGL/70' MSL. **Rwy 13,** multiple trees beginning 844' from departure end of runway, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from departure end of runway, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from departure end of runway, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from departure end of runway, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from departure end of runway, 53' right of centerline, up to 81' AGL/95' MSL. **Rwy 27L,** fence 154' from departure end of runway, 120' left of centerline, 5' AGL/13' MSL. Road 212' from departure end of runway, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from departure end of runway, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees and towers beginning 221' from departure end of runway, 41' right of centerline, up to 105' AGL/114' MSL. **Rwy 27R,** antenna on building, road, railroad and sign beginning 262' from departure end of runway, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from departure end of runway, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from departure end of runway, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from departure end of runway, 848' right of centerline, up to 103' AGL/112' MSL. **Rwy 31,** rod on tower 299' from departure end of runway, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from departure end of runway, 458' left of centerline, 34' AGL/43' MSL. Road 3384' from departure end of runway, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from departure end of runway, 405' right of centerline, up to 111' AGL/116' MSL.

FORT MYERS, FL

PAGE FIELD (FMY)

AMDT 5 09239 (FAA)

NOTE: **Rwy 5,** bush, train, and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL. **Rwy 13,** bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52' AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. Obstruction light on building 829' from DER, 447' left of centerline, 34' AGL/48' MSL. **Rwy 23,** sign, concrete pole, obstruction light on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up to 36' AGL/49' MSL. Vehicles, concrete pole, obstruction light on pole, and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL. **Rwy 31,** concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of centerline, up to 74' AGL/88' MSL.

SOUTHWEST FLORIDA INTL

NOTE: **Rwy 6,** trees beginning 1398' from departure end of runway, 582' left of centerline, up to 84' AGL/104' MSL. Trees beginning 1763' from departure end of runway, 860' right of centerline, up to 95' AGL/115' MSL. **Rwy 24,** tree 1692' from departure end of runway, 916' right of centerline, 78' AGL/98' MSL.

FORT PIERCE, FL

ST. LUCIE COUNTY INTL (FPR)

AMDT 3 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwys 10L, 28R,** NA-Environmental.

NOTE: **Rwy 10R,** bush 91' from DER, 496' left of centerline, 11' AGL/31' MSL. Tree 1044' from DER, 458' right of centerline, 36' AGL/51' MSL. Trees beginning 1124' from DER, 332' left of centerline, up to 100' AGL/144' MSL. **Rwy 14,** poles beginning 274' from DER, 385' right of centerline, up to 38' AGL/58' MSL. Trees beginning 963' from DER, 470' right of centerline, up to 61' AGL/81' MSL. Trees beginning 1082' from DER, 425' left of centerline, up to 49' AGL/69' MSL. **Rwy 32,** trees beginning 187' from DER, 153' right of centerline, up to 73' AGL/93' AGL/93' MSL. Trees beginning 1832' from DER, 133' left of centerline, up to 66' AGL/86' MSL.

GAINESVILLE, FL

GAINESVILLE RGNL

NOTE: **Rwy 7,** multiple trees beginning 1397' from departure end of runway, 348' left of centerline, up to 99' AGL/229' MSL. Multiple trees beginning 1444' from departure end of runway, 144' right of centerline, up to 72' AGL/202' MSL. **Rwy 11,** multiple trees beginning 653' from departure end of runway, 438' right of centerline, up to 30' AGL/134' MSL. Tree 522' from departure end of runway, 402' left of centerline, 18' AGL/122' MSL. **Rwy 25,** tower and multiple trees beginning 2415' from departure end of runway, 9' left of centerline, up to 126' AGL/291' MSL. Obstruction light on localizer and multiple trees beginning 208' from departure end of runway, 463' right of centerline, up to 82' AGL/243' MSL. **Rwy 29,** multiple trees beginning 1279' from departure end of runway, 8' right of centerline, up to 76' AGL/233' MSL. Multiple trees beginning 2679' from departure end of runway, 366' left of centerline, up to 88' AGL/240' MSL.

HOLLYWOOD, FL

NORTH PERRY (HWO)

AMDT 3 09267 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9L/R, 18L/R,36L/R,** NA - ATC request.

DEPARTURE PROCEDURE: **Rwys 27L/R,** climb heading 274° to 1100 before turning.

NOTE: **Rwy 27L,** trees, building and poles beginning 37' from DER, 13' right of centerline, up to 102' AGL/112' MSL. Trees, building and poles beginning 1115' from DER, 28' left of centerline, up to 87' AGL/95' MSL. **Rwy 27R,** trees and poles beginning 17' from DER, 65' right of centerline, up to 82' AGL/90' MSL. Trees, poles, and building beginning 15' from DER, 28' left of centerline, up to 102' AGL/112' MSL.

HOMESTEAD ARB (KHST)

HOMESTEAD, FL (03331)

Departure headings 260°-350° not authorized.

CAUTION: Unmarked and lighted balloon and cable to 14,000' in R-2916, 77 NM SW of arpt.

TAKE-OFF OBSTACLES: Rwy 5, 22' MSL (15' AGL) vehicle on road 1350' from departure end of rwy, from 150' left of centerline to 300' right of centerline. 38' MSL (31' AGL) aircraft at hold line 281' left of centerline. Rwy 23, 39' MSL (32' AGL) aircraft at hold short line at departure end of rwy, 300' right of centerline. 22' MSL (15' AGL) vehicle on road 1390' from departure end of rwy, from 520' left of centerline to 810' right of centerline.

HURLBURT FLD (KHRT)

MARY ESTHER, FL

TAKE-OFF OBSTACLES: Rwy 36: 85' AGL tree, 3140' from departure end of rwy, 707' right of centerline.

IMMOKALEE, FL

IMMOKALEE RGNL (IMM)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-2¼ or std. with a min. climb of 221' per NM to 500, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1900' prior to DER.

NOTE: **Rwy 9,** tree 45' from DER, 438' right of centerline, 4' AGL/38' MSL. Trees beginning 1144' from DER, 312' left of centerline, up to 100' AGL/134' MSL. **Rwy 18,** buildings beginning 255' from DER, 475' left of centerline, up to 16' AGL/50' MSL. Tree 2844' from DER, 1235' right of centerline, 100' AGL/134' MSL. Tower 1.7 NM from DER, 2984' right of centerline, 297' AGL/322' MSL. **Rwy 27,** fence 4' from DER, 473' right of centerline, 6' AGL/41' MSL. Trees beginning 187' from DER, 150' right of centerline, up to 40' AGL/79' MSL. Vehicle on road beginning 669' from DER, 508' right of centerline, 15' AGL/54' MSL. Trees beginning 732' from DER, 231' left of centerline, up to 53' AGL/87' MSL. Pole 1223' from DER, 50' right of centerline, 35' AGL/70' MSL. Pole 1320' from DER, 258' left of centerline, 35' AGL/69' MSL. **Rwy 36,** trees beginning 192' from DER, 262' left of centerline, up to 22' AGL/61' MSL. Trees beginning 411' from DER, 173' right of centerline, up to 23' AGL/57' MSL.

ISLA DE VIEQUES, PR

ANTONIO RIVERA RODRIGUEZ (VQS)
AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 500-2¼ w/ min. climb of 260' per NM to 900 or 1600-2½ for climb in visual conditions. **Rwy 27,** 500-2½ w/ min. climb of 280' per NM to 2700 or std. w/ min. climb of 570' per NM to 1300 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 900 before proceeding on course or for climb in visual conditions, cross Antonio Rivera Rodriquez airport at or above 1500 before proceeding on course. **Rwy 27,** climb heading to 270° to 2700 before proceeding on course or for climb in visual conditions, cross Antonio Rivera Rodriquz airport at or above 1500 before proceeding on course.

NOTE: **Rwy 9,** vehicles on roadway beginning 26' from DER, left and right of centerline, up to 15' AGL/80' MSL. Trees beginning 70' from DER, 504' right of centerline, up to 100' AGL/165' MSL. Trees beginning 579' from DER, on centerline, up to 100' AGL/165' MSL. Trees beginning 1750' from DER, 956' right of centerline up to 100' AGL/493' MSL. **Rwy 27,** trees beginning 15' from DER, 225' left of centerline, up to 100' AGL/165' MSL. Trees beginning 16' from DER, 274' right of centerline, up to 100' AGL/165' MSL. Trees beginning 186' from DER, left and right of centerline, up to 100' AGL/165' MSL. Trees beginning 1206' from DER, 794' left of centerline, up to 100' AGL/493' MSL.

JACKSONVILLE, FL

CECIL FIELD

NOTE: **Rwy 18L,** tree 1499' from departure end of runway, 699' right of centerline, 34' AGL/113' MSL.

CRAIG MUNI (CRG)
AMDT 3 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23,** std. w/ min. climb of 360' per NM to 1500' or 1300' and 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 500 before proceeding on course.
Rwy 14, climb heading 139° to 700 before turning right.
Rwy 23, for climb in visual conditions: Cross Craig Muni airport at or above 1200 before proceeding on course.

NOTE: **Rwy 5,** trees beginning 1617' from departure end of runway, 182' right of centerline, up to 99' AGL/143' MSL. Trees beginning 571' from departure end of runway, 113' left of centerline, up to 99' AGL/143' MSL. **Rwy 14,** trees beginning 1848' from departure end of runway, 807' left of centerline, up to 89' AGL/128' MSL. **Rwy 23,** trees beginning 519' from departure end of runway, 510' left of centerline, up to 84' AGL/133' MSL. Trees beginning 1601' from departure end of runway, 427' right of centerline, up to 69' AGL/119' MSL. Pole 1570' from departure end of runway, 580' left of centerline, 45' AGL/85' MSL. **Rwy 32,** trees beginning 194' from departure end of runway, 222' left of centerline, up to 54' AGL/101' MSL. Trees beginning 494' from departure end of runway, 104' right of centerline, up to 50' AGL/99' MSL.

HERLONG

DEPARTURE PROCEDURE: **Rwy 7,** climb heading 060° to 800 before proceeding on course. **Rwy 11,** climb runway heading to 800 before proceeding on course.

JACKSONVILLE INTL

NOTE: **Rwy 7,** bush 83' from departure end of runway, 262' right of centerline, 6' AGL/30' MSL. Multiple trees beginning 2737' from departure end of runway, 429' right of centerline, up to 89' AGL/118' MSL. **Rwy 13,** electrical equipment 79' from departure end of runway, 292' left of centerline, 3' AGL/27' MSL. Multiple trees beginning 1761' from departure end of runway, 563' left of centerline, up to 100' AGL/121' MSL. Multiple trees beginning 899' from departure end of runway, 151' right of centerline, up to 102' AGL/121' MSL. Pole 755' from departure end of runway, 700' left of centerline, 33' AGL/52' MSL. **Rwy 25,** multiple trees beginning 2341' from departure end of runway, 793' right of centerline, up to 80' AGL/102' MSL. **Rwy 31,** tree 2816' from departure end of runway, 691' left of centerline, 83' AGL/102' MSL. Multiple trees beginning 2227' from departure end of runway, 576' right of centerline, up to 89' AGL/108' MSL.

JACKSONVILLE NAS (TOWERS FIELD)(KNIP)

JACKSONVILLE, FL. 09155

DEPARTURE PROCEDURES: **Rwy 10,** Diverse departures only between 095° through 275° CW. **Rwy 14,** Diverse departures only between 095° through 320° CW. **Rwy 32,** Diverse departures only between 351° through 141° CCW.

TAKE-OFF OBSTACLES: **Rwy 28**: Pole 1064' from DER, 782' left of centerline, 65' MSL. **Rwy 32:** Trees 222' from DER, 241' right of centerline, 56' MSL. Trees 430' from DER, 226' right of centerline, 46' MSL. Trees 680' from DER, 530' right of centerline, 59' MSL. Pole 750' from DER, 559' right of centerline, 67' MSL. Road and vehicle 769' from DER at Rwy centerline, 35' MSL. Trees 819' from DER, 642' left of centerline, 84' MSL. Pole 872' from DER, 285' left of centerline, 59' MSL. Trees 945' from DER, 137' left of centerline, 77' MSL. Trees 1048' from DER, 98' right of centerline, 72' MSL. Trees 1081' from DER, 185' right of centerline, 48' MSL. Trees 1317' from DER, 366' left of centerline, 94' MSL. Trees 1547' from DER, 421' left of centerline, 104' MSL. Trees 1737' from DER, 131' left of centerline, 108' MSL. Trees 1907' from DER, 462' left of centerline, 128' MSL. Trees 2037' from DER, 321' left of centerline, 130' MSL. Trees 2497' from DER, 561' left of centerline, 133' MSL. Tower 2744' from DER, 616' left of centerline, 87' MSL.

KEY WEST, FL

KEY WEST INTL

DEPARTURE PROCEDURE: **Rwys 9, 27,** climb on a heading between 087° clockwise to 033° from departure end of runway to avoid R-2916 and unmarked tethered baloon up to 14000 MSL.

NOTE: **Rwy 9,** rod on antenna, dome on building, poles, and numerous trees beginning 38' from departure end of runway, 199' right of centerline, up to 75' AGL/82' MSL. Obstruction light on building, pole, and numerous trees beginning 4' from departure end of runway, 220' left of centerline, up to 38' AGL/45' MSL. **Rwy 27,** pole and numerous trees beginning 27' from departure end of runway, 116' right of centerline, up to 83' AGL/90' MSL. Numerous bushes and trees beginning 202' from departure end of runway, 78' left of centerline, up to 37' AGL/44' MSL.

KEY WEST NAS(BOCA CHICA FLD) (KNQX)

KEY WEST, FL. 10042

DEPARTURE PROCEDURE: **Rwy 3,** Cross DER at or above 25' AGL/31' MSL. Diverse departures authorized between 028° CCW 216°. Left turn to departure heading only. **Rwy 7,** Diverse departures authorized 087° CW 257°. Crossing DER climb on heading 065° until reaching 3 DME from NQX TACAN, then turn right to departure heading. Other headings and left turns on departure expect radar vectors. Do not exceed 310 KIAS until established on heading or receiving radar vectors. If no vectors are received within 6 DME of NQX TACAN or 12 DME of EYW VORTAC, make climbing right turn direct EYW VORTAC for enroute aircraft and NQX TACAN for military aircraft intending use of local special use airspace. Turboprop cross VORTAC or TACAN at or above 3000, Turbojet cross VORTAC or TACAN at or above 5000. Do not exceed 310 KIAS until crossing VORTAC or TACAN. **Rwy 13,** Diverse departures authorized 084° CW 315°. **Rwy 21,** Diverse departures authorized 084° CW 315°. **Rwy 25,** Diverse departures authorized 084° CW 315°. **Rwy 31,** Diverse departures authorized 035° CCW 084°.

TAKE-OFF OBSTACLES: **Rwy 3,** Mast 58' AGL/63' MSL, 1374' from DER, 323' left of centerline. **Rwy 31,** Bldg 39' AGL/43' MSL, 1058' from DER, 558' right of centerline. Pole 54' AGL/58' MSL, 1551' from DER, 474' right of centerline.

KEYSTONE HEIGHTS, FL

KEYSTONE AIRPARK (42J)

ORIG 09015 (FAA)

NOTE: **Rwy 5,** trees beginning 363' from departure end of runway, 503' left of centerline, up to 100' AGL/309' MSL. Trees beginning 1165' from departure end of runway, 331' right of centerline, up to 100' AGL/309' MSL. **Rwy 11,** trees beginning 995' from departure end of runway, on centerline, up to 100' AGL/309' MSL. **Rwy 23,** trees beginning 375' from departure end of runway, on centerline, up to 87' AGL/257' MSL. Powerlines beginning 2436' from departure end of runway, 24' right of centerline, up to 100' AGL/279' MSL. **Rwy 29,** trees beginning 0' from departure end of runway, 263' right of centerline, up to 100' AGL/289' MSL. Trees beginning 563' from departure end of runway, on centerline, up to 100' AGL/289' MSL. Powerlines beginning 3048' from departure end of runway, 122' left of centerline, up to 100' AGL/279' MSL.

LA BELLE, FL

LA BELLE MUNI (X14)
ORIG 08045 (FAA)

NOTE: **Rwy 14,** vehicles on roadway, beginning 98' from departure end of runway, 483' left of centerline, up to 15' AGL/39' MSL. Trees beginning 70' from departure end of runway, 357' right of centerline, up to 100' AGL/124' MSL. Poles and trees beginning 305' from departure end of runway, 157' left of centerline, up to 40' AGL/94' MSL. Building 562' from departure end of runway, 238' left of centerline, 14' AGL/38' MSL. Poles and trees beginning 745' from departure end of runway, 93' right of centerline, up to 40' AGL/60' MSL. **Rwy 32,** airplanes on taxiway beginning 18' from departure end of runway, 130' left of centerline, up to 12' AGL/31' MSL. Trees beginning 35' from departure end of runway, 135' right of centerline, up to 100' AGL/119' MSL. Trees beginning 61' from departure end of runway, 6' left of centerline, up to 100' AGL/119' MSL. Vehicle on roadway beginning 136' from departure end of runway, 450' right of centerline, up to 15' AGL/34' MSL. Building 446' from departure end of runway, 214' right of centerline, 18' AGL/37' MSL. Pole 1578' from departure end of runway, 789' left of centerline, 43' AGL/62' MSL.

LAKE CITY, FL

LAKE CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 28,** 300-1 or std. with a min. climb of 330' per NM to 500.

LAKE WALES, FL

LAKE WALES MUNI (X07)
ORIG 08325 (FAA)

NOTE: **Rwy 6,** trees beginning 1403' from departure end of runway, 165' left of centerline, up to 100' AGL/229' MSL. Trees beginning 2739' from departure end of runway, 899' right of centerline, up to 100' AGL/234' MSL. **Rwy 17,** trees beginning 534' from departure end of runway, 642' right of centerline, up to 100' AGL/224' MSL. **Rwy 24,** trees beginning 2462' from departure end of runway, 836' left of centerline, up to 100' AGL/224' MSL. **Rwy 35,** trees beginning 2567' from departure end of runway, 468' left of centerline, up to 100' AGL/234' MSL. Buildings beginning 691' from departure end of runway, 1' right of centerline up to 74' AGL/205' MSL.

LAKELAND, FL

LAKELAND LINDER RGNL

NOTE: **Rwy 5,** trees 720' from departure end of runway, 49' right of centerline, up to 47' AGL/191' MSL. Trees 869' from departure end of runway, 219' left of centerline, up to 39' AGL/183' MSL. **Rwy 9,** trees 423' from departure end of urnway, 53' right of centerline, up to 68' AGL/212' MSL. Trees 590' from departure end of runway, 185' left of centerline, up to 66' AGL/210' MSL. **Rwy 27,** trees 70' from departure end of runway, 75' left of centerline, up to 78' AGL/207' MSL. Pole 383' from departure end of runway, 476' left of centerline, 16' AGL/155' MSL. Trees 1795' from departure end of runway, 116' right of centerline, up to 76' AGL/205' MSL.

LEESBURG, FL

LEESBURG INTL (LEE)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 400-2 ¼ or std. w/ min. climb of 272' per NM to 600.

NOTE: **Rwy 3,** tower 1.78 NM from DER, 2631' left of centerline, 310' AGL/382' MSL. Sign and trees beginning 187' from DER, 259' left of centerline, up to 72' AGL/150' MSL. Poles and trees beginning 62' from DER, 209' right of centerline, up to 63' AGL/96' MSL. Blast fence 78' from DER, on centerline, 11' AGL/85' MSL. Vehicle on road 176' from DER, 2' left to right of centerline, 17' AGL/96' MSL. **Rwy 13,** trees beginning 265' from DER, 365' left of centerline, up to 86' AGL/150' MSL. Trees beginning 181' from DER, 370' right of centerline, up to 76' AGL/140' MSL. Vehicle on road 237' from DER 548' right to left of centerline 15' AGL/80' MSL. **Rwy 21,** tree 3614' from DER, 126' right of centerline, 109' AGL/82' MSL. Trees beginning 776' from DER, 202' left of centerline, up to 115' AGL/179' MSL. Vehicle on road 75' from DER, 390' left of centerline, 15' AGL/82' MSL. **Rwy 31,** poles and trees beginning 62' from DER, 265' left of centerline, up to 70' AGL/159' MSL. Poles and trees beginning 532' from DER, 104' right of centerline, up to 100' AGL/204' MSL. Vehicle on road 822' from DER, 682' right to left of centerline, 17' AGL/101' MSL. Building 1791' from DER, 85' right of centerline, 36' AGL/125' MSL.

MACDILL AFB (KMCF)

TAMPA, FL 07102

TAKE-OFF OBSTACLES: **Rwy 4;** Palm tree 60' AGL/73' MSL 2134' from DER, 961' left of centerline. Pylon 71' AGL/101' MSL 3961' from DER, 166' left of centerline.

MARATHON, FL

THE FLORIDA KEYS MARATHON (MTH)
AMDT 1 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 7,** climbing right turn direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course. **Rwy 25,** climb direct MTH NDB then via 307° bearing from MTH NDB to TIGAR Int before proceeding on course.

NOTE: **Rwy 7,** trees beginning 337' from departure end of runway, 324' right of centerline, up to 74' AGL/81' MSL, bush 166' from departure end of runway, 323' right of centerline, 9' AGL/16' MSL, pole 726' from departure end of runway, 589' right of centerline, 39' AGL/46' MSL, rod on obstruction light 1404' from departure end of runway, 655' right of centerline, 55' AGL/62' MSL, transmission pole 2360' from departure end of runway, 1029' right of centerline, 89' AGL/96' MSL, rod on obstruction light antenna 3366' from departure end of runway, 1010' right of centerline, 136' AGL/143' MSL, antenna 3270' from departure end of runway, 1253' right of centerline, 121' AGL/128' MSL, tower 3427' from departure end of runway, 1033' right of centerline, 115' AGL/121' MSL, trees beginning 242' from departure end of runway, 99' left of centerline, up to 75' AGL/82' MSL, antennas 1660' from departure end of runway, 371' left of centerline, up to 86' AGL/93' MSL, pole 876' from departure end of runway, 468' left of centerline, 39' AGL/46' MSL, concrete pole 1391' from departure end of runway, 534' left of centerline, 51' AGL/58' MSL. Pole 1441' from departure end of runway, 586' right of centerline, 55' AGL/62' MSL. **Rwy 25,** trees beginning 122' from departure end of runway, 224' right of centerline, up to 65' AGL/72' MSL, poles beginning 702' from departure end of runway, 470' right of centerline, up to 37' AGL/44' MSL, antenna 1752' from departure end of runway, 135' right of centerline, 49' AGL/56' MSL, trees beginning 223' from departure end of runway, 324' left of centerline, up to 66' AGL/73' MSL, rod on obstruction light antenna beginning 2353' from departure end of runway, 22' right of centerline, up to 138' AGL/145' MSL, antenna 2953' from departure end of runway, 745' left of centerline, 75' AGL/82' MSL, transmission pole 1545' from departure end of runway, 693' left of centerline, 60' AGL/67' MSL.

MARCO ISLAND, FL

MARCO ISLAND (MKY)
AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 005° to 700 before turning west. **CAUTION:** Strobelight and unmarked balloon on cable to 14000' in R-2916, 78 NM south of Marco Island. **All aircraft** should establish positive course guidance to ensure avoidance of this obstacle.

NOTE: **Rwy 17,** trees beginning 79' from DER, left and right of centerline, up to 48' AGL/52' MSL. Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL. **Rwy 35,** antenna 11' from DER, 384' left of centerline, 53' AGL/57' MSL. Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL. Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL.

MARIANNA, FL

MARIANNA MUNI (MAI)
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1½ or std. w/ min. climb of 222' per NM to 400.

NOTE: **Rwy 8,** trees beginning 2518' from DER, 1016' right of centerline, up to 100' AGL/219' MSL. **Rwy 18,** trees beginning 57' from DER, 275' right of centerline, up to 100' AGL/279' MSL. Trees beginning 1241' from DER, 366' left of centerline, up to 100' AGL/209' MSL. **Rwy 26,** trees beginning 3180' from DER, 1278' right of centerline, up to 100' AGL/209' MSL. **Rwy 36,** trees beginning 2230' from DER, 1003' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2352' from DER, 1007' right of centerline, up to 100' AGL/209' MSL.

MAYAGUEZ, PR

EUGENIO MARIA DE HOSTOS

TAKE-OFF MINIMUMS: **Rwy 9,** 1400-3 or std. with a min. climb of 500' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 9,** climb via MAZ R-083 to 2500, aircraft northeastbound on G633 continue climb on course. All others turn left direct MAZ VOR/DME before proceeding on course. **Rwy 27,** climb via MAZ R-277 to 1500. Aircraft westbound on G633 continue climb on course. All others climbing right turn direct MAZ VOR/DME so as to cross at or above MEA for direction of flight.

MAYPORT NS (ADM DAVID L. MC DONALD FLD)(KNRB)

MAYPORT, FL 08073

TAKE-OFF OBSTACLES: **Rwy 5,** Vessels with masts to 150' MSL, 500' to 2900' from DER. **Rwy 23,** Vessels with masts to 150' MSL, 1600' right of rwy centerline to 4000' from DER.

MELBOURNE, FL

MELBOURNE INTL

NOTE: **Rwy 5**, multiple trees 1584' from departure end of runway, 222' left of centerline, up to 43' AGL/64' MSL. **Rwy 9L,** tree 108' from departure end of runway, 479' left of centerline, 25' AGL/62' MSL. **Rwy 9R,** multiple trees 1855' from departure end of runway, 434' left of centerline, up to 43' AGL/73' MSL. Tree 1332' from departure end of runway, 434' right of centerline, 36' AGL/56' MSL. **Rwy 23**, bush 20' from departure end of runway, 217' right of centerline, 8' AGL/33' MSL, tower 6034' from departure end of runway, 750' right of centerline, 152' AGL/177' MSL. Multiple trees beginning 284' from departure end of runway, 121' left of centerline, up to 47' AGL/72' MSL. **Rwy 27R,** multiple trees beginning 543' from departure end of runway, 169' left of centerline, up to 51' AGL/81' MSL. Multiple trees beginning 1202' from departure end of runway, 114' right of centerline, up to 58' AGL/88' MSL.

MERRITT ISLAND, FL

MERRITT ISLAND

NOTE: **Rwy 29,** rod on airport beacon obstruction light, 138' from departure end of runway, 514' right of centerline, 61' AGL/67' MSL; pole, 82' from departure end of runway, 403' left of centerline, 34' AGL/40' MSL; pole, 468' from departure end of runway, 508' right of centerline, 37' AGL/43' MSL; hangar, 221' from departure end of runway, 278' right of centerline, 22' AGL/28' MSL; pole 490' from departure end of runway, 306' left of centerline, 28' AGL/34' MSL; tree, 987' from departure end of runway, 476' left of centerline, 40' AGL/46' MSL; tree 1287' from departure end of runway, 432' left of centerline, 47' AGL/53' MSL; tree 1415' from departure end of runway, 560' left of centerline, 48' AGL/54' MSL; building, 556' from departure end of runway, 530' right of centerline, 25' AGL/31' MSL; tree, 1654' from departure end of runway, 464' right of centerline, 48' AGL/54' MSL; obstruction light on windsock, 551' from departure end of runway, 234' right of centerline, 19' AGL/25' MSL; pole, 1306' from departure end of runway, 259' right of centerline, 37' AGL/43' MSL; building, 429' from departure end of runway, 436' right of centerline, 15' AGL/21' MSL; tree, 1953' from departure end of runway, 524' left of centerline, 49' AGL/55' MSL.

MIAMI, FL

KENDALL-TAMIAMI EXECUTIVE (TMB)

AMDT 8 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 093° to 800 before turning right. **Rwy 9R,** climb heading 093° to 900 before turning right. **Rwy 13,** climb heading 133° to 1400 before turning right. **Rwy 27L,** climb heading 273° to 1400 before turning left. **Rwy 27R,** climb heading 273° to 1300 before turning left. **Rwy 31,** climb heading 313° to 900 before turning left.

NOTE: **Rwy 9L,** trees beginning 1731' from DER, 717' left of centerline, up to 100' AGL/119' MSL. Tree 3013' from DER, 687' right of centerline, 100' AGL/119' MSL. **Rwy 9R,** signs beginning 35' from DER, 182' left of centerline, up to 3' AGL/11' MSL. Trees beginning 1296' from DER, 516' left of centerline, up to 100' AGL/119' MSL. Tree 2712' from DER, 1185' right of centerline, 100' AGL/119' MSL. **Rwy 13,** tree 1100' from DER, 764' right of centerline, 100' AGL/119' MSL. Pole 1249' from DER, 588' right of centerline, 56' AGL/70' MSL. **Rwy 27L,** transmission towers beginning 1858' from DER, 910' left of centerline, up to 72' AGL/82' MSL. Tree 2106' from DER, 998' right of centerline, 100' AGL/119' MSL. **Rwy 27R,** trees beginning 149' from DER, 352' right of centerline, up to 100' AGL/119' MSL. Obstruction light on tower 372' from DER, 458' right of centerline, 54' AGL/64' MSL. Obstruction light antenna 385' from DER, 450' right of centerline, 49' AGL/59' MSL. **Rwy 31,** trees beginning 163' from DER, 410' left of centerline, up to 100' AGL/119' MSL. Tree 3583' from DER, 360' right of centerline, 100' AGL/119' MSL.

MIAMI, FL (CON'T)

MIAMI INTL

TAKE-OFF MINIMUMS: **Rwy 8L,** 300-1¼ or std. w/ min. climb of 382' per NM to 300. **Rwy 9,** std. w/ min. climb of 233' per NM to 1200.

DEPARTURE PROCEDURE: **Rwys 8L/R,** climb heading 092° to 1000 before turning right. **Rwy 12,** climbing right turn to intercept DHP VORTAC R-125 to 1100 before turning left.

NOTE: **Rwy 8L,** building 3391' from departure end of runway, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from departure end of runway, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and buildings beginning 1350' from departure end of runway, 691' left of centerline, up to 150' AGL/164' MSL. **Rwy 8R,** tree 4064' from departure end of runway, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from departure end of runway, 194' left of centerline, up to 85' AGL/98' MSL. **Rwy 9,** light 1232' from departure end of runway, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from departure end of runway, 438' right of centerline, 21' AGL/30' MSL. **Rwy 12,** railroad beginning 4' from departure end of runway, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from departure end of runway, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from departure end of runway, 345' left of centerline, 21' AGL/30' MSL. **Rwy 26L,** tower and multiple trees beginning 1306' from departure end of runway, 638' right of centerline, up to 63' AGL/ 77' MSL. Tree and light pole beginning 1773' from departure end of runway, 568' left of centerline, up to 61' AGL/ 75' MSL. **Rwy 26R,** tower, building, multiple light poles and trees beginning 741' from departure end of runway, 1' right of centerline, up to 66' AGL/80' MSL. Pole, building, and tower beginning 255' from departure end of runway, 5' left of centerline, up to 34' AGL/48' MSL. **Rwy 27,** railroad, tree and multiple light poles beginning 750' from departure end of runway, 94' left of centerline, up to 62' AGL/76' MSL. **Rwy 30,** pole, multiple towers and trees beginning 1414' from departure end of runway, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from departure end of runway, 785' left of centerline, 52' AGL/66' MSL.

MIAMI, FL (CON'T)

OPA-LOCKA EXECUTIVE (OPF)
AMDT 8 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9R,** 300-1 or std. w/ min. climb of 365' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 9L,** climb heading 089° to 1200 before turning north. **Rwy 9R,** climb heading 089° to 1000 before turning north. **Rwy 12,** climb heading 124° to 600 before turning north. **Rwy 27R,** climb heading 269° to 500 before turning north.

NOTE: **Rwy 9L**, fence 48' from DER, 497' left of centerline, 7' AGL/17' MSL. Trees 3246' from DER, 885' right of centerline, 78' AGL/92' MSL. **Rwy 9R,** pole 1438' from DER, 737' right of centerline, 31' AGL/45' MSL. Trees beginning 1947' from DER, 366' left of centerline, up to 89' AGL/103' MSL. Tower 3832' from DER, 729' left of centerline, 165' AGL/181' MSL. **Rwy 12,** trees1558' from DER, 610' right of centerline, 49' AGL/63' MSL. Trees 3564' from DER, 922' left of centerline, 100' AGL/109' MSL. **Rwy 27L,** poles beginning 1318' from DER, 258' left of centerline, up to 37' AGL/51' MSL. Trees 1781' from DER, 756' left of centerline, 100' AGL/109' MSL. **Rwy 27R,** trees 1127' from DER, 745' right of centerline, 72' AGL/86' MSL. Trees 1449' from DER, 312' left of centerline, 32' AGL/46' MSL. Trees 4225' from DER, 229' right of centerline, 100' AGL/114' MSL. **Rwy 30,** tree 1370' from DER, 437' left of centerline, 32' AGL/46' MSL. Trees beginning 1711' from DER, 614' right of centerline, up to 100' AGL/109' MSL. Towers beginning 2542' from DER 565' right of centerline, up to 100' AGL/105' MSL.

MILTON, FL

PETER PRINCE FIELD

NOTE: **Rwy 18**, power line 204' from departure end of runway on centerline, 40' AGL/119' MSL.

NAPLES, FL

NAPLES MUNI (APF)
AMDT 2 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 137° to 600 before turning left.

NOTE: **Rwy 5,** trees beginning 92' from DER, left and right of centerline, up to 82' AGL/92' MSL. Tanks 1308' from DER, 293' left of centerline, up to 34' AGL/44' MSL. **Rwy 14,** trees beginning 97' from DER, left and right of centerline, up to 101' AGL/108' MSL. **Rwy 23,** trees beginning 126' from DER, left and right of centerline, up to 66' AGL/70' MSL. **Rwy 32,** trees beginning 339' from DER, left and right of centerline, up to 119' AGL/123' MSL.

NASA SHUTTLE LANDING FACILITY (KTTS)

TITUSVILLE, FL

Rwy 15, Climb rwy heading to 800 before turning East.

NEW SMYRNA BEACH, FL

NEW SMYRNA BEACH MUNI

NOTE: **Rwy 2,** tree 1271' from departure end of runway, 628' left of centerline, 85' AGL/93' MSL, tree 1816' from departure end of runway, 585' right of centerline, 48' AGL/56' MSL. **Rwy 7,** transmission tower 348' from departure end of runway, 348' right of centerline, 43' AGL/51' MSL, transmission tower 1832' from departure end of runway, 150' left of centerline, 53' AGL/61' MSL. **Rwy 11,** tree 509' from departure end of runway, 499' left of centerline, 53' AGL/61' MSL, tree 1420' from departure end of runway, 485' right of centerline, 54' AGL/62' MSL. **Rwy 20,** tree 542' from departure end of runway, 397' right of centerline, 71' AGL/80' MSL, tree 1345' from departure end of runway, 322' left of centerline, 72' AGL/81' MSL. **Rwy 25,** tree 1674' from departure end of runway, 104' left of centerline, 90' AGL/100' MSL, tree 1835' from departure end of runway, 158' right of centerline, 86' AGL/96' MSL. **Rwy 29,** tree 1853' from departure end of runway, 197' left of centerline, 90' AGL/100' MSL, tree 1535' from departure end of runway, 394' right of centerline, 76' AGL/86' MSL.

MASSEY RANCH AIRPARK (X50)
ORIG 09323 (FAA)

NOTE: **Rwy 18,** trees beginning 132' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, left and right of centerline, up to 15' AGL/29' MSL. Power line, 2358' from DER, right and left of centerline, up to 100' AGL/109' MSL. **Rwy 36,** trees beginning 300' from DER, left and right of centerline, up to 70' AGL/84' MSL. Vehicles on road beginning 23' from DER, 156' right of centerline, up to 15' AGL/29' MSL. Building 962' from DER, 167' right of centerline, 33' AGL/45' MSL. Tower 5101' from DER, 401' right of centerline, 152' AGL/162' MSL.

OCALA, FL

OCALA INTL-JIM TAYLOR FLD (OCF)
ORIG 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 069° to 500 before proceeding on course.

NOTE: **Rwy 18,** trees beginning 316' from departure end of runway, 527' right of centerline, up to 30' AGL/106' MSL. **Rwy 26,** trees beginning 83' from departure end of runway, 255' left of centerline, up to 100' AGL/204' MSL. Trees beginning 272' from departure end of runway, 10' right of centerline, up to 100' AGL/194' MSL. **Rwy 36,** taxiing aircraft, 43' from departure end of runway, 305' right of centerline, up to 10' AGL/94' MSL. Trees beginning 196' from departure end of runway, 500' left of centerline, up to 70' AGL/164' MSL. Trees beginning 2668' from departure end of runway, 305' right of centerline, up to 70' AGL/162' MSL.

ORLANDO, FL

EXECUTIVE (ORL)

AMDT 3A 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25,** 500-2½ or std. with a min. climb of 260' per NM to 700.

DEPATURE PROCEDURE: **Rwy 31,** climb heading 314° to 600 before turning left.

NOTE: **Rwy 7,** numerous trees beginning 194' from departure end of runway, 542' right of centerline, up to 114' AGL/132' MSL. **Rwy 13,** numerous trees and poles beginning 824' from departure end of runway, 126' right of centerline, up to 119' AGL/173' MSL. Pole 1275' from departure end of runway, 502' left of centerline, 119' AGL/160' MSL. **Rwy 25,** building 2 NM from departure end of runway, 4195' right of centerline, 439' AGL/547' MSL. Numerous trees beginning 1318' from departure end of runway, 277' right of centerline, up to 119' AGL/191' MSL. Tree 1823' from departure end of runway, 582' left of centerline, 109' AGL/156' MSL. **Rwy 31,** numerous poles and trees beginning 828' from departure end of runway, 392' right of centerline, up to 109' AGL/139' MSL. Numerous poles, trees, and antenna beginning 948' from departure end of runway, 229' left of centerline, up to 104' AGL/161' MSL.

KISSIMMEE GATEWAY

TAKE-OFF MINIMUMS: **Rwy 6,** 300-1.

ORLANDO INTL (MCO)

AMDT 1 08269 (FAA)

NOTE: **Rwy 17L,** multiple trees beginning 1073' from departure end of runway, 23' left of centerline, up to 84' AGL/151' MSL. **Rwy 17R,** tree 1784' from departure end of runway, 965' right of centerline, 74' AGL/138' MSL. **Rwy 35L,** light and bush beginning 134' from departure end of runway, 456' left of centerline, up to 84' AGL/129' MSL. **Rwy 35R,** multiple trees beginning 2164' from departure end of runway, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from departure end of runway, 4' left of centerline, up to 89' AGL/172' MSL. **Rwy 36L,** light on sign 1063' from departure end of runway, 775' right of centerline, 94' AGL/123' MSL. **Rwy 36R,** multiple trees beginning 1365' from departure end of runway, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from departure end of runway, 726' left of centerline, 94' AGL/123' MSL.

ORLANDO, FL(CON'T)

ORLANDO SANFORD INTL (SFB)

AMDT 9 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 27L,** climb heading 275° to 800 before proceeding northbound. **Rwy 27C,** climb heading 275° to 900 before proceeding northbound. **Rwy 27R,** climb heading 275° to 900 before proceeding northbound. **Rwy 36,** climb heading 005° to 2000 before proceeding on course.

NOTE: **Rwy 9L,** trees beginning 197' from departure end of runway, 25' left of centerline up to 55' AGL/79' MSL. Pole 2277' from departure end of runway, 12' left of centerline 32' AGL/61' MSL. Trees beginning 956' from departure end of runway, 280' right of centerline 65' AGL/90' MSL. **Rwy 9C,** bush 162' from departure end of runway, 276' left of centerline 8' AGL/57' MSL. Tree 2305' from departure end of runway, 90' right of centerline up to 81' AGL/111' MSL. **Rwy 9R,** utilities beginning 430' from departure end of runway, 206' left of centerline up to 36' AGL/55' MSL. Trees beginning 986' from departure end of runway, 13' left of centerline up to 52' AGL/71' MSL. Post 1' from departure end of runway, 277' left of centerline 6' AGL/25' MSL. Utilities beginning 430' from departure end of runway, 109' right of centerline up to 36' AGL/55' MSL. Tree 1078' from departure end of runway, 463' right of centerline 34' AGL/53' MSL. **Rwy 27L,** trees beginning 2733' from departure end of runway, 260' left of centerline up to 72' AGL/131' MSL. Fence 229' from departure end of runway, 16' right of centerline 12' AGL/51' MSL. **Rwy 27C,** tower 2341' from departure end of runway, 544' left of centerline 128' AGL/185' MSL. Rod on obstruction light tower 2,364' from departure end of runway, 551' left of centerline 125' AGL/184' MSL. **Rwy 27R,** tower 3434' from departure end of runway, 1332' left of centerline 115' AGL/171' MSL. Pole 1378' from departure end of runway, 790' left of centerline 37' AGL/96' MSL. Trees beginning 1355' from departure end of runway, 147' left of centerline up to 71' AGL/120' MSL. Antenna on building 130' from departure end of runway, 440' right of centerline 18' AGL/67' MSL. Trees beginning 1453' from departure end of runway, 179' right of centerline up to 63' AGL/112' MSL.

ORMOND BEACH, FL

ORMOND BEACH MUNI (OMN)

ORIG 09211 (FAA)

NOTE: **Rwy 8,** trees beginning 8' from DER, left and right of centerline, up to 100' AGL/124' MSL. **Rwy 26,** trees beginning 20' from DER, left and right of centerline, up to 100' AGL/129' MSL. **Rwy 17,** trees beginning 23' from DER, left and right of centerline, up to 100' AGL/129' MSL. Power poles beginning 540' from DER, 589' right of centerline, up to 36' AGL/60' MSL. Building 640' from DER, 660' right of centerline, 21' AGL/45' MSL. **Rwy 35,** trees beginning 208' from DER, left and right of centerline, up to 100' AGL/129' MSL. Light poles beginning 1231' from DER, 571' left of centerline, up to 70' AGL/99' MSL.

PALATKA, FL

PALATKA MUNI-LT KAY LARKIN FIELD (28J)
ORIG 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 207' per NM to 300, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1300' prior to DER.

NOTE: **Rwy 9,** trees beginning 558' from DER, 39' right of centerline, up to 100' AGL/105' MSL. Trees beginning 625' from DER, 7' left of centerline, up to 100' AGL/137' MSL. Tower 1.1 NM from DER, 1398' right of centerline, 164' AGL/199' MSL. **Rwy 12,** trees beginning at DER, 285' right of centerline, up to 100' AGL/131' MSL. Trees beginning 1337' from DER, 211' left of centerline, up to 64' AGL/93' MSL. **Rwy 17,** trees beginning 237' from DER, 100' right of centerline, up to 100' AGL/164' MSL. Trees beginning 796' from DER, 478' left of centerline, up to 100' AGL/169' MSL. **Rwy 27,** trees beginning 15' from DER, 56' left of centerline, up to 78' AGL/112' MSL. Trees beginning 49' from DER, 269' right of centerline, up to 72' AGL/101' MSL. **Rwy 30,** trees beginning 401' from DER, 554' right of centerline, up to 100' AGL/129' MSL. Buildings beginning 1315' from DER, 408' right of centerline, up to 75' AGL, 104' MSL. Trees beginning 1387' from DER, 41' left of centerline, up to 100' AGL/129' MSL. **Rwy 35,** buildings beginning 504' from DER, 403' right of centerline, up to 75' AGL/104' MSL. Trees beginning 788' from DER, 222' left of centerline, up to 100' AGL/129' MSL. Trees beginning 1387' from DER, 81' right of centerline, up to 100' AGL/119' MSL. Buildings beginning 1454' from DER, 850' left of centerline, up to 75' AGL/104' MSL.

PALM COAST, FL

FLAGLER COUNTY (XFL)
ORIG-A 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 24,** climb heading 241° to 700 before turning Northbound. **Rwy 29,** climb heading 270° to 1700 before proceeding on course.

PAHOKEE, FL

PALM BEACH COUNTY GLADES

NOTE: **Rwy 17,** tower 1600' from departure end of runway, 690' left of centerline, 127' AGL/143' MSL.

PANAMA CITY, FL

NORTHWEST FLORIDA-PANAMA CITY INTL (ECP)
ORIG 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21,** NA-Environmental.

NOTE: **Rwy 16,** trees beginning 2644' from DER, 382' right of centerline, up to 82' AGL/131' MSL.

PATRICK AFB (KCOF)

COCOA BEACH, FL 08017

Rwy 2, Diverse departure authorized. Cross DER at or above 10' AGL/18' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. **Rwy 11**, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM. **Rwy 20**, Diverse departure authorized. Cross DER at or above 20' AGL/25' MSL for Take-Off Minima Standard with climb gradient of 200 ft/NM. **Rwy 29**, Diverse departure authorized. Take-Off Minima Standard with climb gradient of 200ft/NM.

TAKE-OFF OBSTACLES: **Rwy 2**, Trees 150' AGL/170' MSL, 1 NM from DER, 1985' left of centerline; Sign 26' AGL/33' MSL, 940' from DER, 648' left of centerline; Road + Truck 37' AGL/45' MSL, max 726' from DER, 620' right of centerline; Flag Pole 85' AGL/96' MSL, 3325' from DER, 1273' left of centerline; Trees 50' AGL/76' MSL, max 1892' from DER, 994' left of centerline; Trees 75' AGL/100' MSL, max 2872' from DER, 1254' left of centerline; Trees 70' AGL/77' MSL, max 2740' from DER, 731' left of centerline; Antenna 79' AGL/104' MSL, 3066' from DER, 1290' left of centerline; Road + Truck 12' AGL/29' MSL, max 747' from DER, 574' right of centerline. **Rwy 11**, terrain 158' from DER, 381' right of centerline, up to 16' MSL; terrain 0' inward of DER, 500' left of centerline, 16' MSL; wind sock 77' from DER, 227' right of centerline, 28' AGL/34' MSL; terrain starting 376' inward of DER, 841' right of centerline, up to 28' MSL; road + truck starting 719' from DER, 438' left of centerline, up to 35' AGL/49' MSL; road + truck starting 1131' from DER, 240' right of centerline, up to 35' AGL/49' MSL; sailboard mast 914' from DER, 880' left of centerline, up to 0' AGL/21' MSL. **Rwy 20**, Trees 150' AGL/170' MSL, 1 NM from DER, 1801' and 1549' left of centerline; Trees 40' AGL/65' MSL, max 2526' from DER, 452' left of centerline; Trees 40' AGL/65' MSL, 2465' from DER, 620' left of centerline; Trees 40' AGL/100' MSL, 3503' from DER, 425' left of centerline. **Rwy 29**, terrain 86' from DER, 326' left of centerline, 13' MSL; terrain starting 0' from DER, out to 353' right of centerline, up to 16' MSL; road + truck starting 435' from DER, out to 310' right of centerline, up to 15' AGL/18'MSL; shrubs starting 380' from DER, 350' left of centerline, 60' AGL/65' MSL; bird cannon #2288' from DER, 455' right of centerline, 5' AGL/9' MSL; fiber optic box #1 168' from DER, 133' left of centerline, 0' AGL 10' MSL; fiber optic box #1 139' from DER, 460' right of centerline, 20' AGL/29' MSL; sailboat mast 1583' from DER, 1221' right of centerline, 0' AGL/43' MSL; patrol boat starting 2' from DER, 775' left of centerline, up to 0' AGL/10' MSL; sailboat mast starting 786' from DER, 888' left of centerline, 0' AGL/43' MSL.

PENSACOLA, FL

PENSACOLA RGNL

DEPARTURE PROCEDURE: **Rwy 26,** climb runway heading to 800 before turning south.

PERRY, FL

PERRY-FOLEY

DEPARTURE PROCEDURE: **Rwys 6, 12, 30, 36,** climb on runway heading to 800 before turning.

PLANT CITY, FL

PLANT CITY (PCM)
ORIG 09127 (FAA)

NOTE: **Rwy 10,** trees beginning 264' from DER, 561' left of centerline, up to 100' AGL/229' MSL. Trees beginning 490' from DER, 13' right of centerline, up to 100' AGL/239' MSL. **Rwy 28,** trees beginning 50' from DER, 278' right of centerline, up to 100' AGL/254' MSL. Trees beginning 515' from DER, 15' left of centerline, up to 100' AGL/249' MSL. Train on railroad tracks, 380' from DER, 547' left of centerline, up to 23' AGL/172' MSL. Vehicles on roadway, 266' from DER, 137' left of centerline, up to 15' AGL/169' MSL.

POMPANO BEACH, FL

POMPANO BEACH AIRPARK

TAKE-OFF MINIMUMS: **Rwy 10,** 300-1¼ or std. w/ min. climb of 261' per NM to 300. **Rwy 15,** 400-2 or std. w/ min. climb of 424' per NM to 500. **Rwy 28,** 300-1.

DEPARTURE PROCEDURE: **Rwy 10,** climb heading 101° to 500 before proceeding on course. **Rwy 15,** climb heading 146° to 500 before proceeding on course.

NOTE: **Rwy 6,** multiple trees beginning 102' from departure end of runway, 233' right of centerline, up to 70' AGL/84' MSL. Multiple trees beginning 298' from departure end of runway, 26' left of centerline, up to 79' AGL/88' MSL. **Rwy 10,** obstruction light pole 154' from departure end of runway, 132' left of centerline, 7' AGL/18' MSL. Multiple trees beginning 427' from departure end of runway, 12' left of centerline, up to 48' AGL/62' MSL. Pole 670' from departure end of runway, 23' left of centerline, 22' AGL/33' MSL. Multiple trees beginning 711' from departure end of runway, 67' right of centerline, up to 49' AGL/63' MSL. Building 760' from departure end of runway, 343' right of centerline, 29' AGL/40' MSL. Rod on light pole, 891' from departure end of runway, 733' right of centerline, 41' AGL/52' MSL. Multiple light poles beginning 1264' from departure end of runway, 417' right of centerline, up to 50' AGL/59' MSL. Multiple light poles beginning 1340' from departure end of runway, 194' left of centerline, up to 50' AGL/59' MSL. Multiple flag poles beginning 1447' from departure end of runway, 167' left of centerline, up to 50' AGL/59' MSL. Building 1648' from departure end of runway, 418' right of centerline, 43' AGL/52' MSL. Antenna on building 2404' from departure end of runway, 287' right of centerline, 63' AGL/72' MSL. Antenna on building 5670' from departure end of runway, 604' right of centerline, 181' AGL/190' MSL. Multiple buildings 1 NM from departure end of runway, 888' left of centerline, 201' AGL/210' MSL. **Rwy 15,** building 503' from departure end of runway, 569' left of centerline, 41' AGL/52' MSL. Multiple trees beginning 523' from departure end of runway, 152' left of centerline, up to 53' AGL/62' MSL. Multiple trees beginning 749' from departure end of runway, 190' right of centerline, up to 48' AGL/57' MSL. Rod on light pole 871' from departure end of runway, 387' left of centerline, 41' AGL/52' MSL. Light pole 1006' from departure end of runway, 453' left of centerline, 42' AGL/51' MSL. Buildings 1.1 NM from departure end of runway, 1259' left of centerline, 300' AGL/310' MSL. Antenna on building 1.1 NM from departure end of runway, 1131' left of centerline, 277' AGL/282' MSL. Building 1.7 NM from departure end of runway, 1385' right of centerline, 255' AGL/265' MSL.

POMPANO BEACH AIRPARK (CON'T)

Rwy 24, multiple trees beginning 191' from departure end of runway, 24' right of centerline, up to 54' AGL/73' MSL. Multiple trees 423' from departure end of runway, 3' left of centerline, up to 91' AGL/110' MSL. Tank 630' from departure end of runway, 600' right of centerline, 61' AGL/80' MSL. Rod on building 724' from departure end of runway, 418' right of centerline, 41' AGL/60' MSL. Obstruction light on light pole 916' from departure end of runway, 66' right of centerline, 30' AGL/49' MSL. Rod on obstruction light tank 968' from departure end of runway, 712' right of centerline, 54' AGL/73' MSL.

Rwy 28, multiple trees beginning 358' from departure end of runway, 140' left of centerline, up to 35' AGL/54' MSL. Light pole 722' from departure end of runway, 389' left of centerline, 28' AGL/47' MSL. Rod on building 777' from departure end of runway, 429' left of centerline, 41' AGL/60' MSL. Rod on building 869' from departure end of runway, 454' left of centerline, 42' AGL/61' MSL. Multiple trees 1001' from departure end of runway, 238' right of centerline, up to 43' AGL/62' MSL. Tank 1177' from departure end of runway, 422' left of centerline, 45' AGL/64' MSL. Pole 1781' from departure end of runway, 33' left of centerline, 45' AGL/64' MSL. Tower 2650' from departure end of runway, 1134' right of centerline, 190' AGL/207' MSL. **Rwy 33,** multiple trees beginning 136' from departure end of runway, 157' left of centerline, up to 59' AGL/78' MSL. Antenna on building 529' from departure end of runway, 399' left of centerline, 18' AGL/34' MSL. Multiple trees 702' from departure end of runway, 458' right of centerline, up to 37' AGL/56' MSL.

PONCE, PR

MERCEDITA

TAKE-OFF MINIMUMS: **Rwy 30,** 500-1 or std. with a min. climb of 510' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 12,** climb to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude. **Rwy 30,** immediate climbing left turn to 2100 direct PSE VOR/DME and PSE VOR/DME R-121, then climbing right turn direct PSE VOR/DME. Continue climb in holding pattern, hold SE, left turns, 301° inbound, until reaching enroute altitude.

PUNTA GORDA, FL

CHARLOTTE COUNTY (PGD)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-airport authority request.

NOTE: **Rwy 4,** multiple trees beginning 34' from departure end of runway, 292' right of centerline, up to 63' AGL/84' MSL. **Rwy 15,** multiple trees beginning 133' from departure end of runway, 449' right of centerline, up to 84' AGL/104' MSL. Multiple trees beginning 43' from departure end of runway, 129' left of centerline, up to 48' AGL/68' MSL. **Rwy 22,** multiple trees beginning 373' from departure end of runway, 390' right of centerline, up to 54' AGL/73' MSL. **Rwy 33,** tree 638' from departure end of runway, 618' left of centerline, 38' AGL/53' MSL.

QUINCY, FL

QUINCY MUNI (2J9)
ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32,** 300-2 or std. w/ min. climb of 217' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to DER.

NOTE: **Rwy 14,** trees beginning abeam DER, 421' left of centerline, up to 100' AGL/299' MSL. Vehicles on road abeam DER, 340' left of centerline, 15' AGL/214' MSL. Trees beginning abeam DER, 255' right of centerline, up to 100' AGL/309' MSL. Vehicles on road abeam DER, 174' right of centerline, 15' AGL/224' MSL. **Rwy 32,** trees beginning abeam DER, 307' left of centerline, up to 100' AGL/329' MSL. Vehicles on road abeam DER, 398' left of centerline, 15' AGL/244' MSL. Trees beginning 910' from DER, 722' right of centerline, up to 100' AGL/329' MSL. Powerline beginning 1225' from DER, left and right of centerline, up to 79' AGL/327' MSL.

ST. AUGUSTINE, FL

ST. AUGUSTINE

NOTE: **Rwy 2,** trees 1355' from departure end of runway, 314' right of centerline, 100' AGL/104' MSL. **Rwy 20,** aircraft on ramp abeam departure end of runway, 158' right of centerline, up to 32' AGL/41' MSL. Aircraft on taxiway 182' from departure end of runway, on centerline, up to 32' AGL/42' MSL. Buildings beginning 220' from departure end of runway, 402' right of centerline, up to 34' AGL/44' MSL. Hangars beginning 174' from departure end of runway, 180' left of centerline, up to 16' AGL/26' MSL. Vehicles on road and train on railroad beginning 419' from departure end of runway, 599' right of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 589' from departure end of runway, 652' right of centerline, up to 100' AGL/114' MSL. Numerous trees beginning 754' from departure end of runway, 586' left of centerline, up to 100' AGL/109' MSL. **Rwy 24,** hangars beginning abeam departure end of runway, 400' left of centerline, up to 16' AGL/26' MSL. Aircraft on ramp 55' from departure end of runway, 119' right of centerline up to 32' AGL/41' MSL. Buildings beginning 150' from departure end of runway, 191' right of centerline, up to 34' AGL/44' MSL. Vehicles on road and train on railroad beginning 571' from departure end of runway, on centerline, up to 23' AGL/37' MSL. Numerous trees beginning 742' from departure end of runway, left and right of centerline, up to 100' AGL/114' MSL. **Rwy 31,** numerous trees beginning 87' from departure end of runway, 418' left of centerline, up to 89' AGL/98' MSL. Vehicles on road and train on railroad beginning at departure end of runway, 237' left of centerline, up to 23' AGL/37' MSL. Numerous trees beginning 242' from departure end of runway, 2' right of centerline, up to 85' AGL/99' MSL.

ST. PETERSBURG, FL

ALBERT WHITTED

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1 or std. with a min. climb of 320' per NM until 500.

DEPARTURE PROCEDURE: **Rwy 18,25,** climb runway heading to 500 before turning right. **Rwy 7,36,** climb runway heading to 500 before turning left.

NOTE: **Rwy 25,** 70' MSL/63' AGL building 350' from departure end of runway, 375' left of runway centerline.

ST. PETERSBURG, FL (CON'T)

ST. PETERSBURG-CLEARWATER INTL (PIE)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17R, 35L,** NA - VFR runway. **Rwy 22,** 200-1¼ or std. w/ min. climb of 230' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 090° to 500 before proceeding southbound.

NOTE: **Rwy 4,** trees beginning 175' from departure end of runway, 280' right of centerline, up to 72' AGL/76' MSL. Bush 496' from departure end of runway, 259' right of centerline, 27' AGL/31' MSL. Bush 511' from departure end of runway, 327' left of centerline, 17' AGL/21' MSL. Trees beginning 523' from departure end of runway, 226' left of centerline, up to 17' AGL/21' MSL. Boats beginning 775' from departure end of runway, on centerline, up to 25' AGL/25' MSL. **Rwy 9,** trees beginning 352' from departure end of runway, 469' right of centerline, up to 47' AGL/51' MSL. Trees beginning 1161' from departure end of runway, 386' left of centerline, up to 40' AGL/ 44' MSL. **Rwy 17L,** building 689' from departure end of runway, 418' right of centerline, 35' AGL/ 44' MSL. Building 833' from departure end of runway, 439' right of centerline, 35' AGL/44' MSL. Signs beginning 909' from departure end of runway, 98' right of centerline, up to 49' AGL/58' MSL. Poles beginning 970' from departure end of runway, 114' right of centerline, up to 49' AGL/58' MSL. Poles beginning 1015' from departure end of runway, 103' left of centerline, up to 38' AGL/47' MSL. Sign 1336' from departure end of runway, 198' left of centerline, 44' AGL/ 53' MSL. Tree 2100' from departure end of runway, 996' right of centerline, 96' AGL/105' MSL. Antenna on hopper 2,583' from departure end of runway, 801' right of centerline, 80' AGL/89' MSL. **Rwy 22,** trees 1007' from departure end of runway, 109' left of centerline, up to 65' AGL/ 74' MSL. Tree 1629' from departure end of runway, 88' right of centerline, 61' AGL/70' MSL. Tower 5591' from departure end of runway, 266' right of centerline, 153' AGL/168' MSL. **Rwy 27,** poles beginning 188' from departure end of runway, 138' right of centerline, up to 66' AGL/75' MSL. Hangar lights 552' from departure end of runway, 450' right of centerline, 25' AGL/34' MSL. Poles beginning 605' from departure end of runway, 179' left of centerline, up to 40' AGL/49' MSL. Trees beginning 1540' from departure end of runway, 224' left of centerline, up to 57' AGL/66' MSL. Antenna on tank 2188' from departure end of runway, 712' left of centerline, 71' AGL/80' MSL.

SAN JUAN, PR

FERNANDO LUIS RIBAS DOMINICCI

TAKE-OFF MINIMUMS: **Rwy 9,** 400-2 or std. with a min. climb of 290' per NM to 400. **Rwy 27,** 300-1.

NOTE: **Rwy 9,** numerous close-in trees and buildings to 177' AGL right of centerline within 3200' of departure end, additional buildings to 177' AGL left and right of centerline within 5500' of departure end. **Rwy 27,** ship maneuvering area within 5200' of departure end of runway.

SAN JUAN, PR (CON'T)

LUIS MUNOZ MARIN INTL (SJU)
AMDT 7 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb on a heading between 109° CCW to 258° from DER, or minimum climb of 381' per NM to 5000 for all other courses. **Rwy 10,** climb on a heading between 91° CCW to 281° from DER, or minimum climb of 390' per NM to 4900 for all other courses. **Rwy 26,** climb on a heading between 255° CW to 078° from DER, or minimum climb of 311' per NM to 4800 for all other courses. **Rwy 28,** climb on a heading between 260° CW to 101° from DER, or minimum climb of 323' per NM to 4800 for all other courses.

NOTE: **Rwy 8,** trees beginning 21' from DER, left and right of centerline, up to 84' AGL/107' MSL. **Rwy 10,** trees beginning 157' from DER, left and right of centerline, up to 54' AGL/61' MSL. **Rwy 26,** building and trees beginning 8' from DER, 339' right of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' left of centerline, up to 28' AGL/35' MSL. **Rwy 28,** bush and trees beginning 159' from DER, 476' left of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' left of centerline, 31' AGL/38' MSL.

SARASOTA(BRADENTON), FL

SARASOTA/BRADENTON INTL (SRQ)
AMDT 1 08269 (FAA)

NOTE: **Rwy 4,** multiple trees beginning 831' from departure end of runway, 91' right of centerline, up to 57' AGL/87' MSL. Floodlight 521' feet from departure end of runway, 274' right of centerline, 23' AGL/48' MSL. Floodlight 786' from departure end of runway, 152' right of centerline, 22' AGL/47' MSL. Pole 989' from departure end of runway, 492' right of centerline, 35' AGL/65' MSL. Vehicle on road 370' from departure end of runway, 261' right of centerline, 17' AGL/42' MSL. Multiple trees beginning 926' from departure end of runway, 54' left of centerline, up to 71' AGL/96' MSL. Building 200' from departure end of runway, 506' left of centerline, 33' AGL/58' MSL. Camera on pole 1012' from departure end of runway, 250' left of centerline, 27' AGL/52' MSL. **Rwy 14,** multiple trees beginning 345' from departure end of runway, 277' right of centerline, up to 69' AGL/94' MSL. Multiple trees beginning 119' from departure end of runway, 365' left of centerline, up to 30' AGL/55' MSL. Railroad 431' from departure end of runway, 533' left of centerline, 24' AGL/44' MSL.

Rwy 22, tree 1383' from departure end of runway, 438' left of centerline, 53' AGL/73' MSL. Tree 1534' from departure end of runway, 338' left of centerline, 54' AGL/74' MSL. Light pole 1157' from departure end of runway, 530' left of centerline, 42' AGL/62' MSL. Vent on building 1688' from departure end of runway, 61' left of centerline, 55' AGL/75' MSL. Pole 1189' from departure end of runway, 349' left of centerline, 41' AGL/61' MSL. Sign 865' from departure end of runway, 162' left of centerline, 31' AGL/51' MSL. Light pole 881' from departure end of runway, 37' left of centerline, 30' AGL/50' MSL. Tree 1732' from departure end of runway, 51' right of centerline, 58' AGL/78' MSL. Sign 592' from departure end of runway, 382' right of centerline, 28' AGL/48' MSL. Flood light 643' from departure end of runway, 319' right of centerline, 27' AGL/47' MSL. Vehicle on road 527' from departure end of runway, 282' right of centerline, 17' AGL/37' MSL. **Rwy 32,** multiple trees beginning 606' from departure end of runway, 2' right of centerline, up to 51' AGL/7l' MSL. Multiple trees beginning 775' from departure end of runway, 113' left of centerline, up to 68' AGL/88' MSL. Wall 119' from departure end of runway, 465' left of centerline, 29' AGL/49' MSL. Pole 945' from departure end of runway, 531' left of centerline, 41' AGL/61' MSL. Antenna 732' from departure end of runway, 168' left of centerline, 34' AGL/54' MSL. Vehicle on road 675' from departure end of runway, 277' left of centerline, 17' AGL/51' MSL. Light pole 837' from departure end of runway, 326' left of centerline, 34' AGL/54' MSL. Tower 5674' from departure end of runway, 1845' left of centerline, 162' AGL/177' MSL.

SEBRING, FL

SEBRING RGNL

NOTE: **Rwy 14,** trees 1716' from departure end of runway, 527' right of centerline, up to 100' AGL/150' MSL. **Rwy 18,** trees beginning 11' from departure end of runway, 216' right of centerline, up to 76' AGL/132' MSL. **Rwy 32,** trees 988' from departure end of runway, 23' right of centerline, up to 100' AGL/146' MSL. Railroad 500' from departure end of runway, on centerline, up to 23' AGL/77' MSL. **Rwy 36,** trees beginning 107' from departure end of runway, 157' right of centerline, up to 57' AGL/107' MSL. Trees beginning 107' from departure end of runway, 141' left of centerline, up to 51' AGL/101' MSL.

STUART, FL

WITHAM FIELD (SUA)

AMDT 2 09239 (FAA)

DEPARTURE PROCEDURE: **Rwy 25,** climb heading 290° to 1700 before proceeding on course. **Rwy 30,** climb heading 295° to 1300 before proceeding on course.

NOTE: **Rwy 7,** trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL. Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL. **Rwy 12,** pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL. Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL. **Rwy 16,** trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL. Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL. **Rwy 25,** storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL. Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL. **Rwy 30,** trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL. Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL. **Rwy 34,** trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL. Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

TALLAHASSEE, FL

TALLAHASSEE RGNL

NOTE: **Rwy 9,** trees beginning 1068' from departure end of runway, 670' left of centerline, up to 29' AGL/95' MSL. Trees beginning 1299' from departure end of runway, 84' right of centerline, up to 66' AGL/126' MSL. Lighted hopper 2416' from departure end of runway, 965' right of centerline, 63' AGL/113' MSL. **Rwy 27,** trees beginning 2708' from departure end of runway, 34' left of centerline, up to 70' AGL/169' MSL. Trees beginning 2782' from departure end of runway, 190' right of centerline, up to 58' AGL/149' MSL. **Rwy 36,** tees beginning 1211' from departure end of runway, 426' left of centerline, up to 56' AGL/140' MSL. Trees beginning 1286' from departure end of runway, 559' right of centerline, up to 61' AGL/140' MSL.

TALLAHASSEE/HAVANA, FL

TALLAHASSEE COMMERCIAL (68J)

ORIG 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1½ or std. w/ a min. climb gradient of 344' per NM to 500.

NOTE: **Rwy 16,** road beginning 0' from departure end of runway, 136' right of centerline, up to 15' AGL/164' MSL. Trees beginning 0' from departure end of runway, 149' right of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 154' left of centerline, up to 100' AGL/259' MSL. **Rwy 34,** trees beginning 0' from departure end of runway, 41' left of centerline, up to 100' AGL/269' MSL. Trees beginning 0' from departure end of runway, 45' right of centerline, up to 100' AGL/259' MSL.

TAMPA, FL

PETER O KNIGHT (TPF)

AMDT 5 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¼ or std. w/ min. climb of 497' per NM to 850 or 900 - 2½ for climb in visual conditions. **Rwys 17, 21,** 300-1½. **Rwy 35,** 700-2½.

DEPARTURE PROCEDURE: **Rwy 3,** for climb in visual conditions: cross Peter O Knight Field at or above 900 MSL before proceeding on course.

NOTE: **Rwy 3,** ship 296' from DER, 3' right of centerline, 177' AGL/185' MSL. Ship 1.0 NM from DER, 900' right of centerline, 177' AGL/185' MSL. Towers 1366' from DER, 279' left of centerline, up to 110' AGL/117' MSL. Tanks 1716' from DER, 19' right of centerline, up to 70' AGL/77' MSL. Crane 2684' from DER, 1047' left of centerline, 247' AGL/253' MSL. **Rwy 17,** ship 389' from DER, 460' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. **Rwy 21,** ship 1967' from DER, 72' left of centerline, 177' AGL/185' MSL. Ship 1.2 NM from DER, on centerline, 177' AGL/185' MSL. **Rwy 35,** multiple buildings beginning 1.2 NM from DER, 127' left of centerline, up to 610' AGL/625' MSL. Ship 714' from DER, 48' right of centerline, 177' AGL/185' MSL. Tower 3032' from DER, 1117' right of centerline, 128' AGL/139' MSL. Building 1.4 NM from DER, 994' right of centerline, 330' AGL/337' MSL.

TAMPA EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 18,** 500-3 or std. with a min. climb of 220' per NM to 600.

TAMPA, FL (CON'T)

TAMPA INTL (TPA)

AMDT 8 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 094° to 800 before turning right.

NOTE: **Rwy 9,** multiple trees 1281' from DER, 1' right of centerline, up to 106' AGL/118' MSL. Tower 4214' from DER 265' right of centerline, 105' AGL/145' MSL. Multiple trees beginning 134' from DER, 73' left of centerline, up to 103' AGL/114' MSL. **Rwy 18L,** antenna on obstruction light building, 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1522' left of centerline, 146' AGL/155' MSL. **Rwy 18R,** trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL. **Rwy 27,** building and antenna beginning 4354' from DER, 1162' left of centerline, up to 146' AGL/158' MSL. Multiple trees beginning 479' from DER, 419' right of centerline, up to 53' AGL/67' MSL. Multiple trees beginning 128' from DER, 3' left of centerline, up to 54' AGL/68' MSL. Pole 474' from DER, 436' left of centerline, up to 30' AGL/35' MSL. **Rwy 36L,** tree 752' from DER, 596' right of centerline, 42' AGL/66' MSL.

TITUSVILLE, FL

ARTHUR DUNN AIR PARK (X21)

AMDT 1A 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 15,** 700-2 or std. with a min. climb of 350' per mile to 700.

NOTE: Multiple towers beginning 1.52 NM from departure end of runway, 1140' left of centerline, up to 399' AGL/419' MSL.

SPACE COAST RGNL

TAKE-OFF MINIMUMS: NOTE: **Rwy 36,** 60' AGL trees 254' from departure end of runway, 526' right of centerline.

TYNDALL AFB (KPAM)

PANAMA CITY, FL. 06327

TAKE-OFF OBSTACLES: **Rwy 13L**, 29' MSL/13' AGL vehicle on road 127' from DER, 533' right of centerline. 39' MSL/20' AGL aircraft 6' inward of DER, 301' right of centerline. **Rwy 31L**, 27' MSL/11' AGL building 188' from DER, 519' left of centerline. 81' MSL/66' AGL aircraft 4' inward of DER, 302' left of centerline. **Rwy 31R**, 29' MSL/13' AGL vehicle 2' inward of DER, 458' right of centerline. 29' MSL/13' AGL vehicle 3' inward of DER, 383' left of centerline.

VENICE, FL

VENICE MUNI (VNC)

AMDT 1 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 4,** climb heading 047° to 700 before turning right. **Rwy 31,** climb heading 303° to 1500 before proceeding on course.

NOTE: **Rwy 4,** trees beginning 511' from departure end of runway, 586' right of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 526' from departure end of runway, 578' left of centerline, up to 50' AGL/64' MSL. **Rwy 13,** trees beginning 861' from departure end of runway, 419' left of centerline, up to 40' AGL/54' MSL. Trees beginning 965' from departure end of runway, 610' right of centerline, up to 40' AGL/49' MSL. **Rwy 22,** building 805' from departure end of runway, 327' left of centerline, 30' AGL/39' MSL. **Rwy 31,** trees beginning 691' from departure end of runway, 617' left of centerline, up to 40' AGL/54' MSL. Poles/buildings beginning 853' from departure end of runway, 693' right of centerline, up to 50' AGL/69' MSL.

VERO BEACH, FL

VERO BEACH MUNI

NOTE: **Rwy 4,** multiple trees beginning 813' from departure end of runway, 178' left of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 3003' from departure end of runway, 93' right of centerline, up to 83' AGL/100' MSL. **Rwy 11L,** multiple trees beginning 171' from departure end of runway, 455' right of centerline, up to 57' AGL/74' MSL. Multiple trees and lights beginning 547' from departure end of runway, 259' left of centerline, up to 39' AGL/56' MSL. Storage tank 1813' from departure end of runway, 763' right of centerline, 45' AGL/74' MSL. **Rwy 11R,** pole 709' from departure end of runway, 522' left of centerline, 28' AGL/45' MSL. Spire 1622' from departure end of runway, 574' right of centerline, 44' AGL/61' MSL. **Rwy 22,** vehicles on road abeam departure end of runway, 421' left of centerline, up to 15' AGL/39' MSL. Vehicles on road 408' from departure end of runway, left and right of centerline, up to 15' AGL/39' MSL. Multiple trees beginning 1404' from departure end of runway, 272' left of centerline, up to 64' AGL/84' MSL. Multiple trees beginning 1989' from departure end of runway, 126' right of centerline, up to 68' AGL/88' MSL. **Rwy 29L,** multiple trees beginning 1206' from departure end of runway, 46' right of centerline, up to 100' AGL/120' MSL. Multiple trees beginning 1575' from departure end of runway, 135' left of centerline, up to 61' AGL/81' MSL. **Rwy 29R,** multiple antennas and trees beginning 1656' from departure end of runway, 111' right of centerline, up to 70' AGL/90' MSL. Multiple trees beginning 1782' from departure end of runway, 247' left of centerline, up to 65' AGL/85' MSL.

WAUCHULA, FL

WAUCHULA MUNI

NOTE: **Rwy 18,** trees 450' from departure end of runway, 130' left of centerline, 22' AGL/126' MSL. **Rwy 36,** trees 183' from departure end of runway, 350' left of centerline, 49' AGL/145' MSL. Powerline 582' from departure end of runway, on centerline, 51' AGL/140' MSL. Tree, 323' from departure end of runway, 490' left of centerline, 100' AGL/200' MSL. Tree 39' from departure end of runway, 486' right of centerline, 100' AGL/185' MSL.

WEST PALM BEACH, FL

NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)
ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8L, 26R,** NA-turf runway.

NOTE: **Rwy 8R,** trees beginning 582' from departure end of runway, 47' right of centerline, up to 100' AGL/124' MSL. Trees beginning 950' from departure end of runway, 56' left of centerline, up to 100' AGL/124' MSL. **Rwy 13,** trees beginning at departure end of runway, 14' right of centerline, up to 100' AGL/124' MSL. Trees beginning 144' from departure end of runway, 29' left of centerline, up to 100' AGL/124' MSL. **Rwy 26L,** trees 43' from departure end of runway, 418' left of centerline, up to 8' AGL/23' MSL. **Rwy 31,** trees beginning 87' from departure end of runway, 26' right of centerline, up to 68' AGL/83' MSL. Craft 114' from departure end of runway, 425' left of centerline, up to 20' AGL/44 ' MSL. Trees beginning 458' from departure end of runway, 91' left of centerline, up to 100' AGL/124' MSL.

PALM BEACH COUNTY PARK

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1 or std. with a min. climb of 330' per NM to 400. **Rwy 33,** 300-1 or std. with a min. climb of 460' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 21, 33,** climb runway heading to 1000 before turning west. **Rwy 27,** climbing left turn to 1000 via heading 180° before proceeding on course.

NOTE: **Rwy 3,** crane 1.25 NM from departure end of runway, 1660' right of centerline, 260' AGL/285' MSL. **Rwy 33,** crane 4700' from departure end of runway, on centerline, 220' AGL/234' MSL.

PALM BEACH INTL (PBI)
AMDT 3 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 28L,** climb heading 279° to 1200 before turning left. **Rwy 28R,** climb heading 279° to 1200 before turning left.

NOTE: **Rwy 10R,** antenna on hanger 177' from DER, 450' right of centerline, 38' AGL/57' MSL. **Rwy 10L,** light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL. **Rwy 14,** transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL. **Rwy 28R,** light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL. **Rwy 32,** trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

WHITING FLD NAS-SOUTH (KNDZ)

MILTON, FL 07354

TAKE-OFF OBSTACLES: **Rwy 5**, trees 809' from DER, 646' left of centerline, 40' AGL/200' MSL. **Rwy 32**, trees 435' from DER, 542' right of centerline, 62' AGL/258' MSL.

WILLISTON, FL

WILLISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 5,** 400-2½ or std. w/ min. climb of 257' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 5,** climb heading 049° to 500 before proceeding on course. **Rwy 14,** climb heading 142° to 600 before proceeding on course. **Rwy 23,** climb on a heading between 253° clockwise 048° from departure end of runway, or minimum climb of 248' per NM to 1900 for all other courses.

NOTE: **Rwy 5,** brush and multiple trees beginning 38' from departure end of runway, 54' leftof centerline, up to 100' AGL/179' MSL. Tower 2 NM from departure end of runway, 2343' left of centerline, 324' AGL/399' MSL. Brush and multiple trees beginning 49' from departure end of runway, 234' right of centerline, up t o 100' AGL/179' MSL. **Rwy 14,** multiple trees 799' from departure end of runway, on centerline, up to 30' AGL/99' MSL. Multiple trees beginning 1143' from departure end of runway, 381' left of centerline, up to 100' AGL/174' MSL. Road and multiple trees beginning 13' from departure end of runway, 208' right of centerline, up to 100' AGL/179' MSL. **Rwy 23,** multiple trees beginning 445' from departure end of runway, 8' left of centerline, up to 100' AGL/184' MSL. Multiple trees beginning 430' from departure end of runway, 403' right of centerline, up to 100' AGl/189' MSL. **Rwy 32,** multiple trees 799' from departure end of runway, on centerline, up to 50' AGL/124' MSL. Multiple trees beginning 719' from departure end of runway, 288' left of centerline, up to 100' AGL/194' MSL. Multiple trees beginning 497' from departure end of runway, 442' right of centerline, up to 100' AGL/194' MSL.

WINTER HAVEN, FL

WINTER HAVEN'S GILBERT

DEPARTURE PROCEDURE: **Rwy 23,** climb runway heading to 1000 before turning south.

ZEPHYRHILLS, FL

ZEPHYRHILLS MUNI

TAKE-OFF MINIMUMS: **Rwy 4,** 400-2 or std. with a min. climb of 280' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 22,** climb runway heading to 500 before right turn.

NOTE: **Rwy 4,** tower 1.6 NM from departure end of runway, 2675' right of centerline, 260' AGL/346' MSL.

NDB AAF	APP CRS	Rwy Idg	5251
349	145°	TDZE	18
		Apt Elev	20

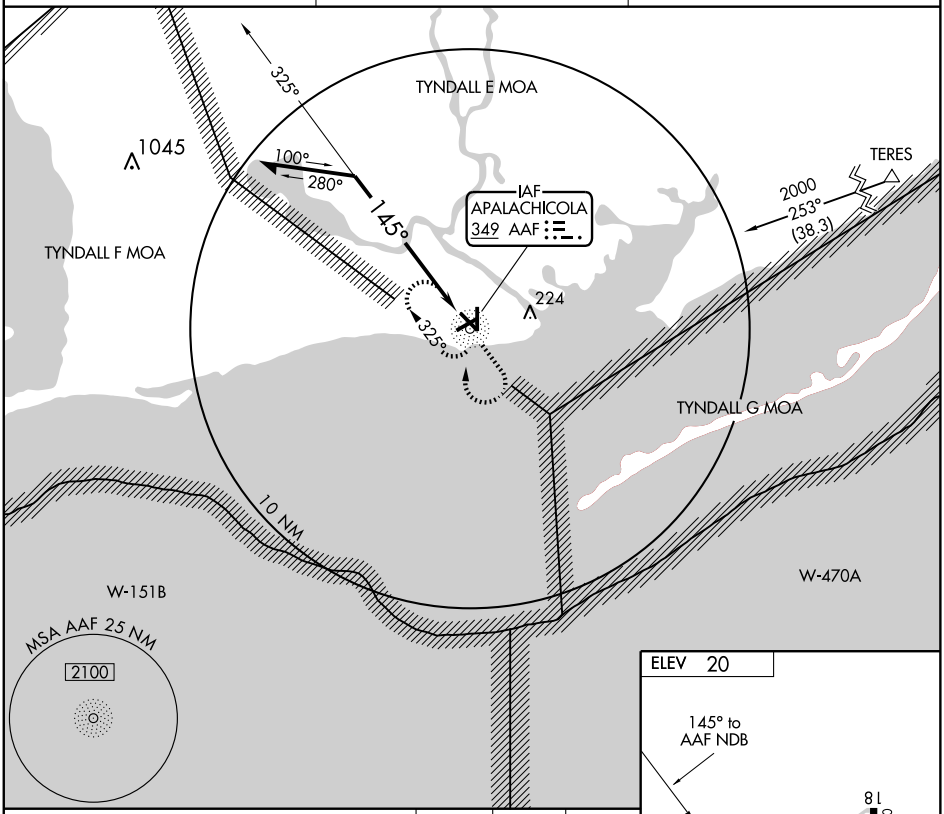
NDB RWY 13

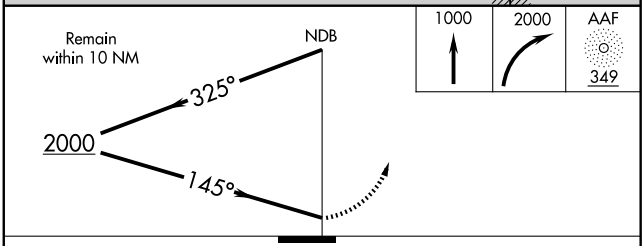
APALACHICOLA RGNL (AAF)

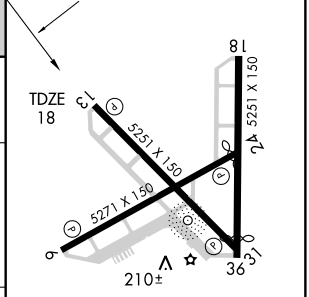
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct AAF NDB and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-13	600-1	582 (600-1)	600-1½ 582 (600-1½)	NA
CIRCLING	600-1	580 (600-1)	600-1½ 580 (600-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 03 JUN 2010 to 01 JUL 2010

NDB AAF	APP CRS	Rwy Idg	5251
349	308°	TDZE	20
		Apt Elev	20

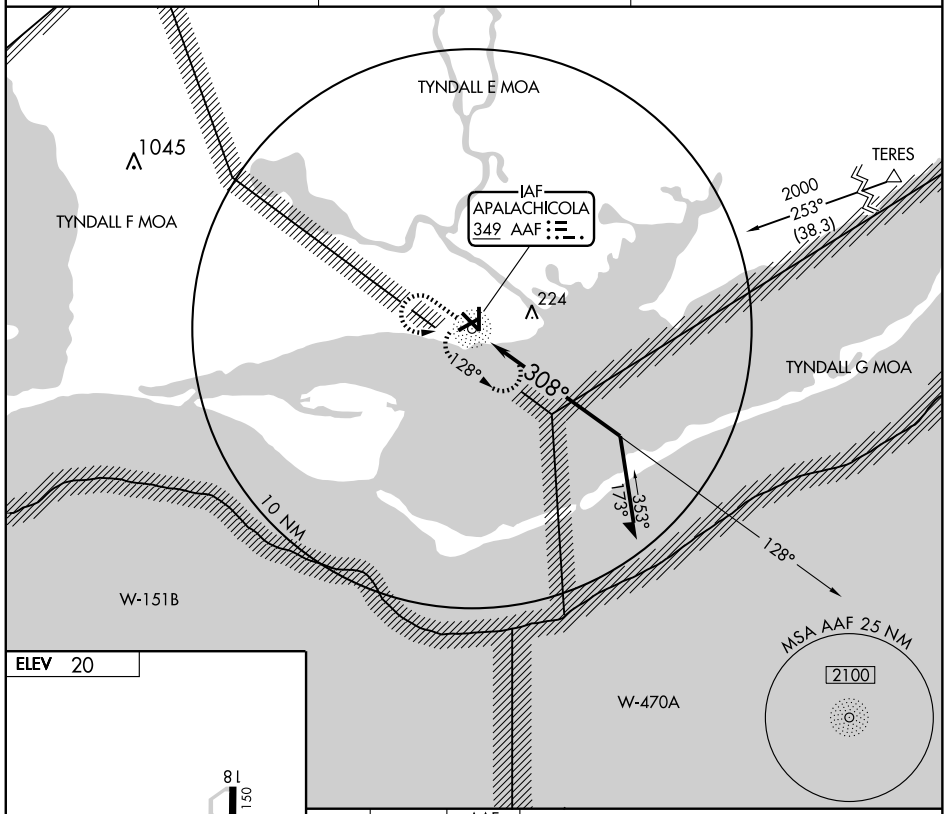
NDB RWY 31

APALACHICOLA RGNL (AAF)

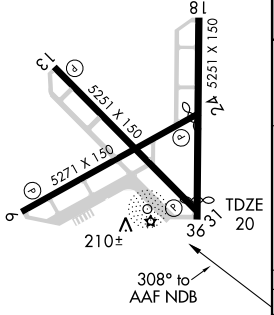
NA

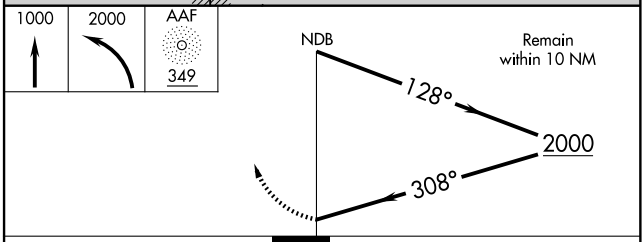
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AAF NDB and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L



ELEV 20





CATEGORY	A	B	C	D
S-31	620-1	600 (600-1)	620-1½ 600 (600-1½)	NA
CIRCLING	620-1	600 (600-1)	620-1½ 600 (600-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	N/A
182°	TDZE	N/A
	Apt Elev	20

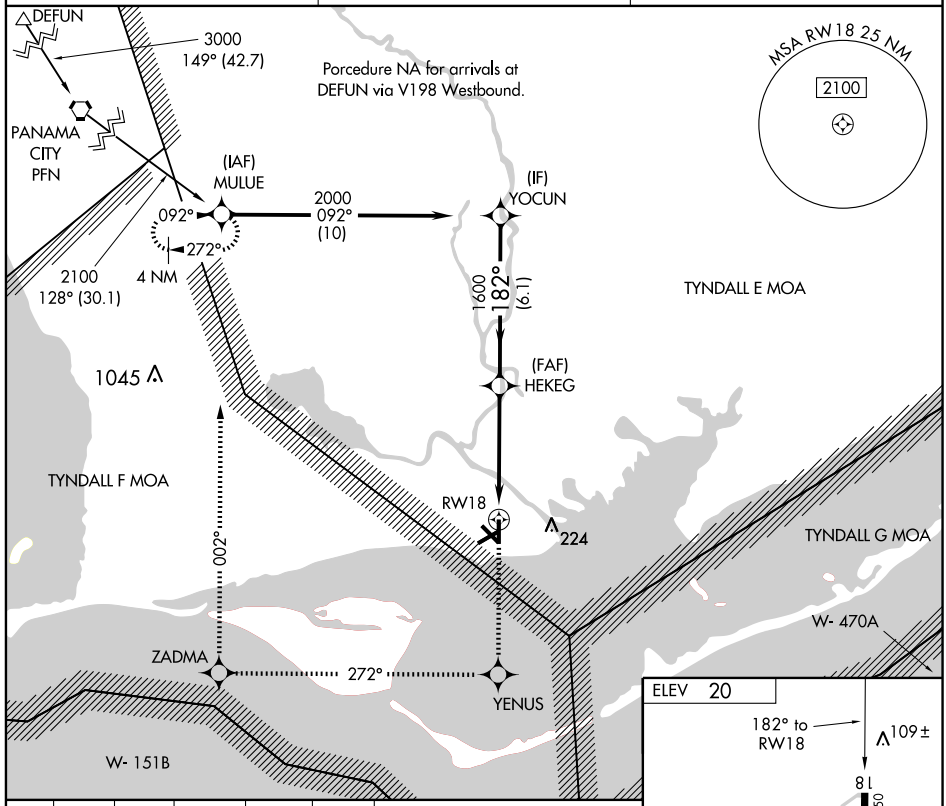
RNAV (GPS)-A

APALACHICOLA RGNL (AAF)

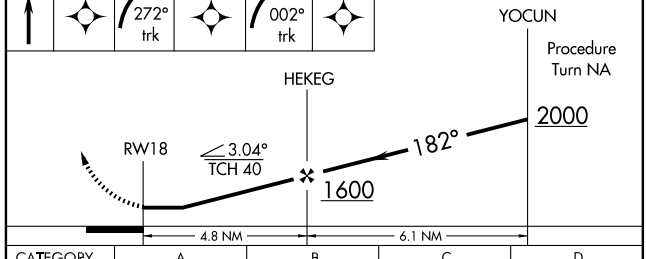
Circling to Rwy 18-36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Panama City altimeter setting and increase all MDA 120 feet; increase Circling Cat. C visibility ¼ mile.

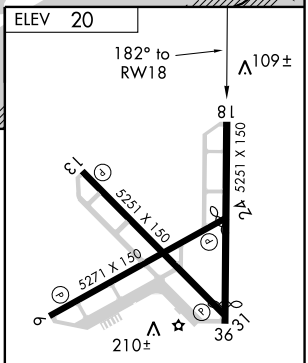
MISSED APPROACH: Climb to 2100 direct YENUS and right turn via 272° track to ZADMA and right turn via 002° track to MULUE and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L



2100	YENUS	272° trk	ZADMA	002° trk	MULUE





CATEGORY	A	B	C	D
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	N/A
002°	TDZE	N/A
	Apt Elev	20

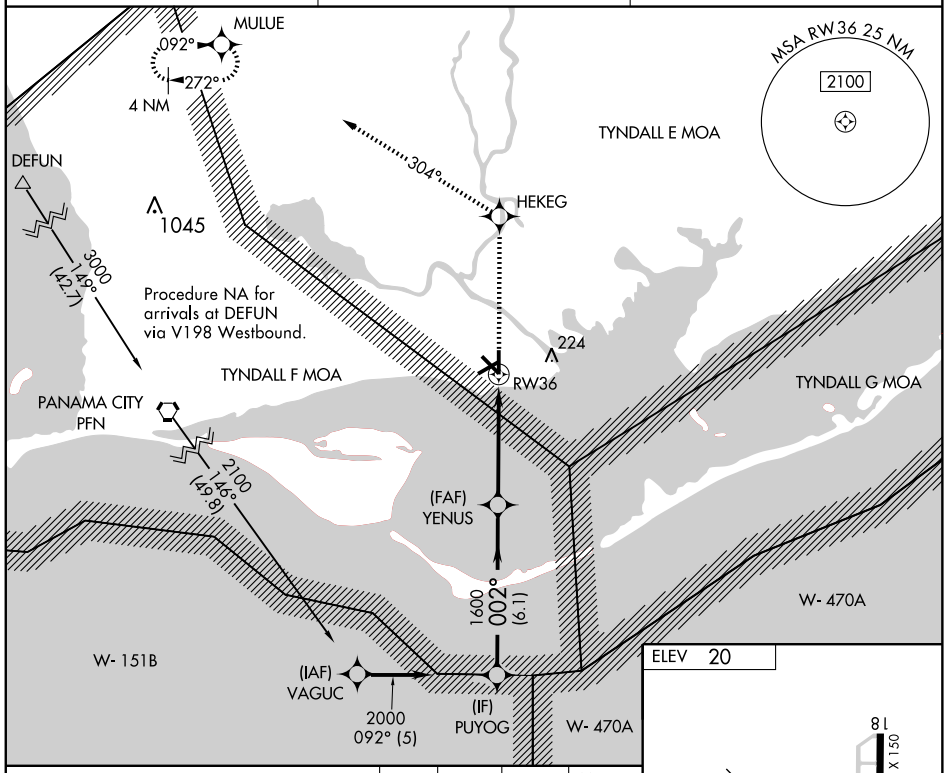
RNAV (GPS)-B

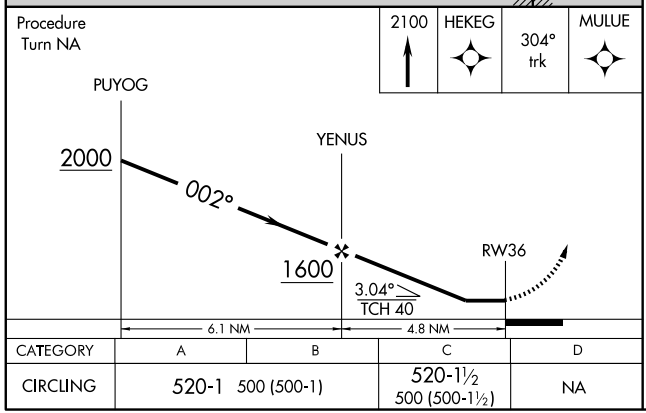
APALACHICOLA RGNL (AAF)

Circling to Rwy 18-36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Panama City altimeter setting and increase all MDA 120 feet; increase Circling Cat. C visibility ¼ mile.

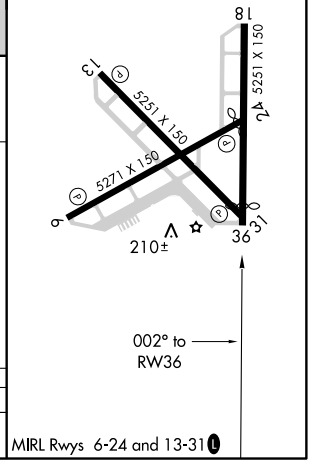
MISSED APPROACH: Climb to 2100 direct HEKEG and via 304° track to MULUE and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA



SE-3, 03 JUN 2010 to 01 JUL 2010

APALACHICOLA, FLORIDA

AL-5600 (FAA)

APP CRS	Rwy ldg	5271
062°	TDZE	20
	Apt Elev	20

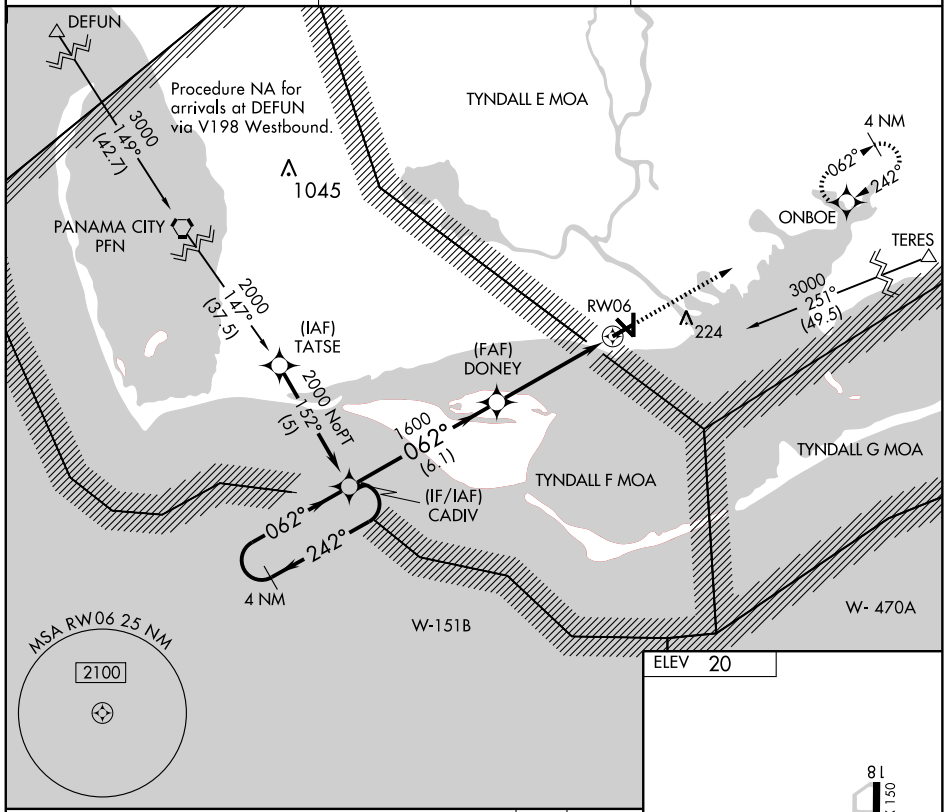
RNAV (GPS) RWY 6

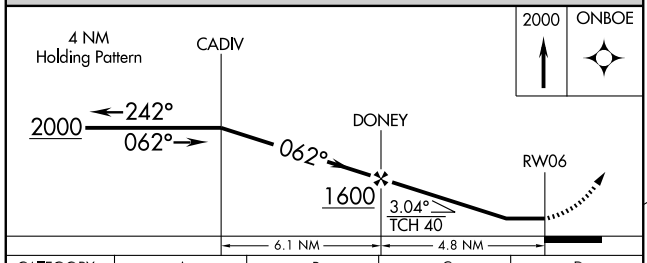
APALACHICOLA RGNL (AAF)

If local altimeter setting not received, use Panama City altimeter setting and increase all MDAs 120 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

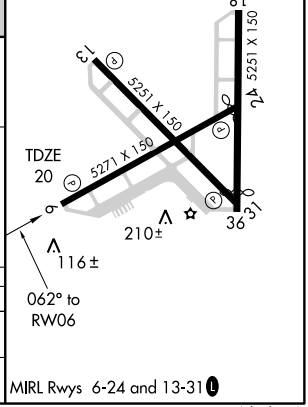
MISSED APPROACH: Climb to 2000 direct ONBOE and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	460-1	440 (500-1)	460-1¼ 440 (500-1¼)	NA
CIRCLING	520-1	500 (500-1)	520-1½ 500 (500-1½)	NA



MIRL Rwys 6-24 and 13-31 L

SE-3, 03 JUN 2010 to 01 JUL 2010

APALACHICOLA, FLORIDA

AL-5600 (FAA)

RNAV (GPS) RWY 13

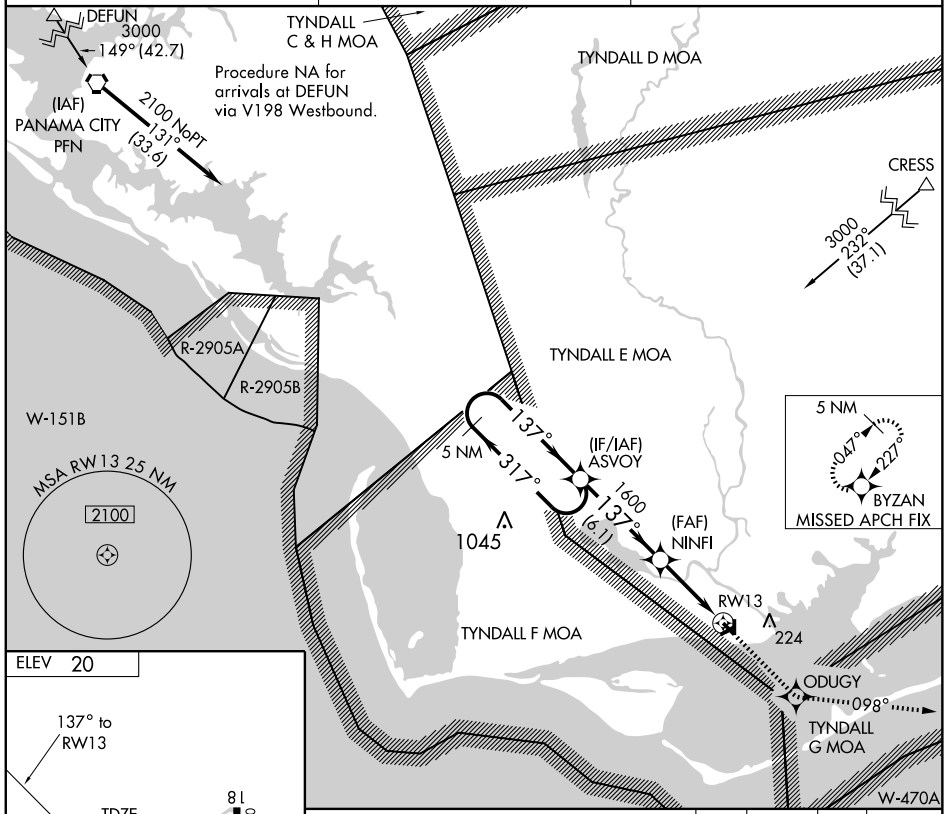
APALACHICOLA RGNL (AAF)

APP CRS	Rwy ldg	5251
137°	TDZE	20
	Apt Elev	20

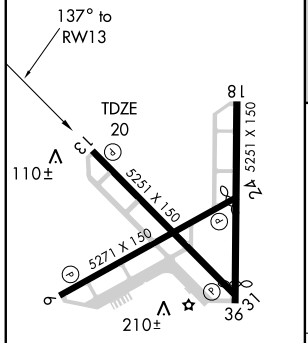
If local altimeter setting not received, use Panama City altimeter setting and increase all MDAs 120 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA

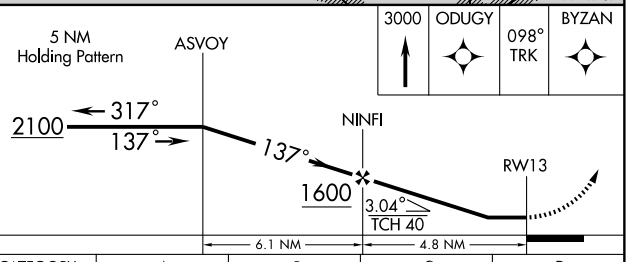
MISSED APPROACH: Climb to 3000 direct ODUGY and via 098° track to BYZAN and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L



ELEV 20





CATEGORY	A	B	C	D
LNAV MDA	400-1 380 (400-1)			NA
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5054
CH 93505	242°	TDZE	20
W24A		Apt Elev	20

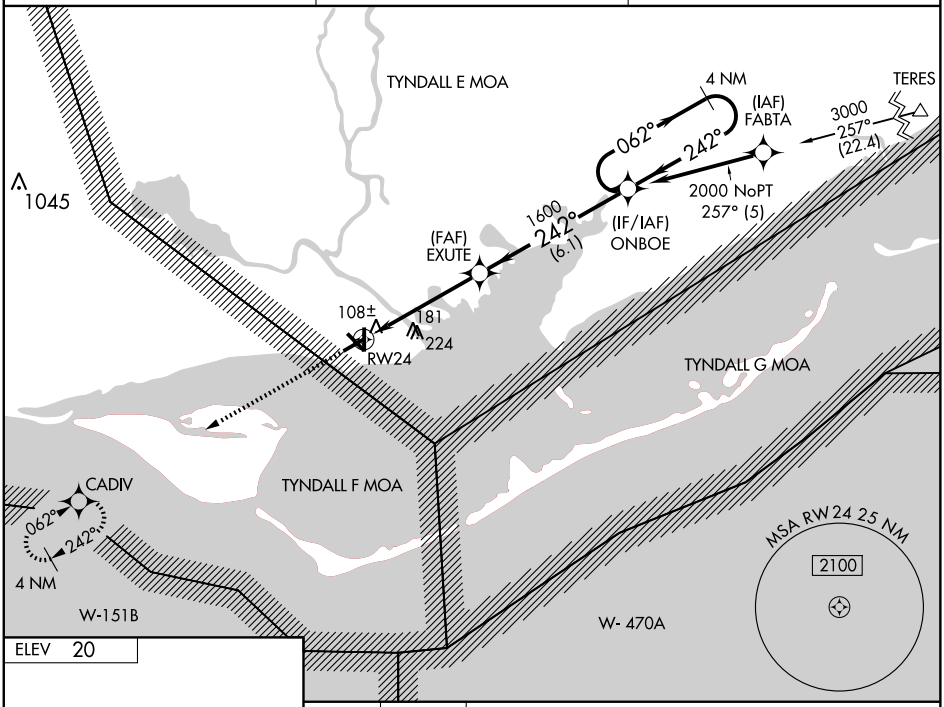
RNAV (GPS) RWY 24

APALACHICOLA RGNL (AAF)

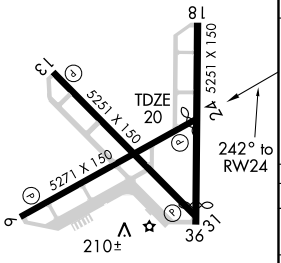
▼ If local altimeter setting not received, use Panama City altimeter setting and increase LPV DA to 463 feet, LNAV/VNAV DA to 482 feet, and all MDAs 120 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 54° C (130° F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

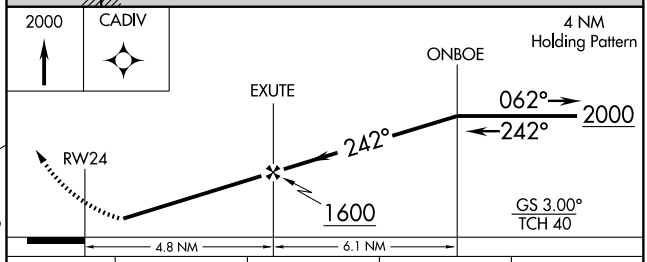
MISSED APPROACH: Climb to 2000 direct CADIV and hold.

ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L



ELEV 20





CATEGORY	A	B	C	D
LPV DA	359-1¼ 339 (400-1¼)			NA
LNAV/VNAV DA	378-1¼ 358 (400-1¼)			NA
LNAV MDA	500-1 480 (500-1)		500-1¼ 480 (500-1¼)	NA
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

MIRL Rwys 6-24 and 13-31 L

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH 70704	317°	Rwy Idg	5251
W31A		TDZE	20
		Apt Elev	20

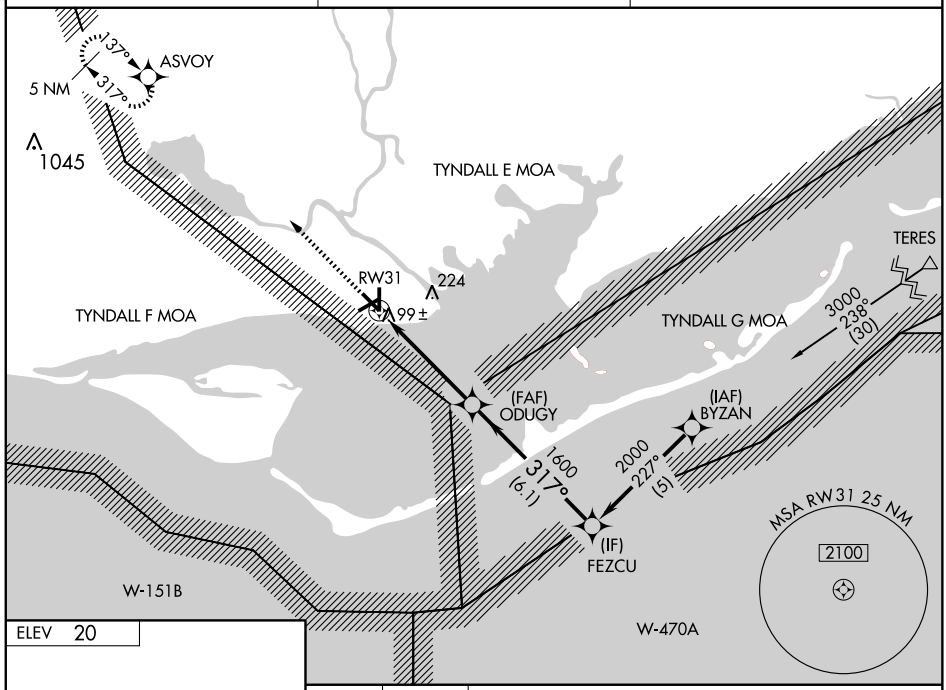
RNAV (GPS) RWY 31

APALACHICOLA RGNL (AAF)

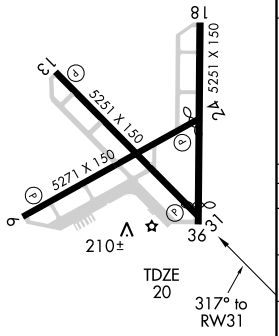
If local altimeter setting not received, use Panama City altimeter setting and increase LPV DA to 451 feet, LNAV/VNAV DA to 498 feet, and all MDAs 120 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV NA when using Panama City altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct ASVOY and hold.

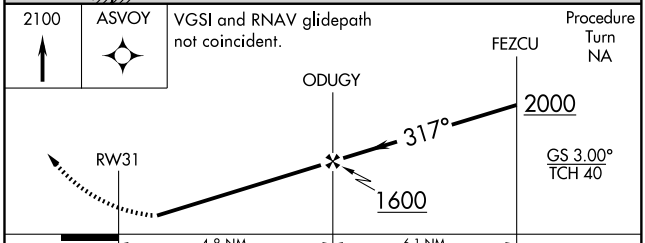
ASOS	TYNDALL APP CON★	UNICOM
119.925	124.15 341.7	122.8 (CTAF) L



ELEV 20



MIRL Rwys 6-24 and 13-31 L



CATEGORY	A	B	C	D
LPV DA	347-1¼ 327 (400-1¼)			NA
LNAV/VNAV DA	394-1¼ 374 (400-1¼)			NA
LNAV MDA	460-1 440 (500-1)		460-1¼ 440 (500-1¼)	NA
CIRCLING	520-1 500 (500-1)		520-1½ 500 (500-1½)	NA

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH 86716	050°	Rwy Idg	5374
W05A		TDZE	160
		Apt Elev	160

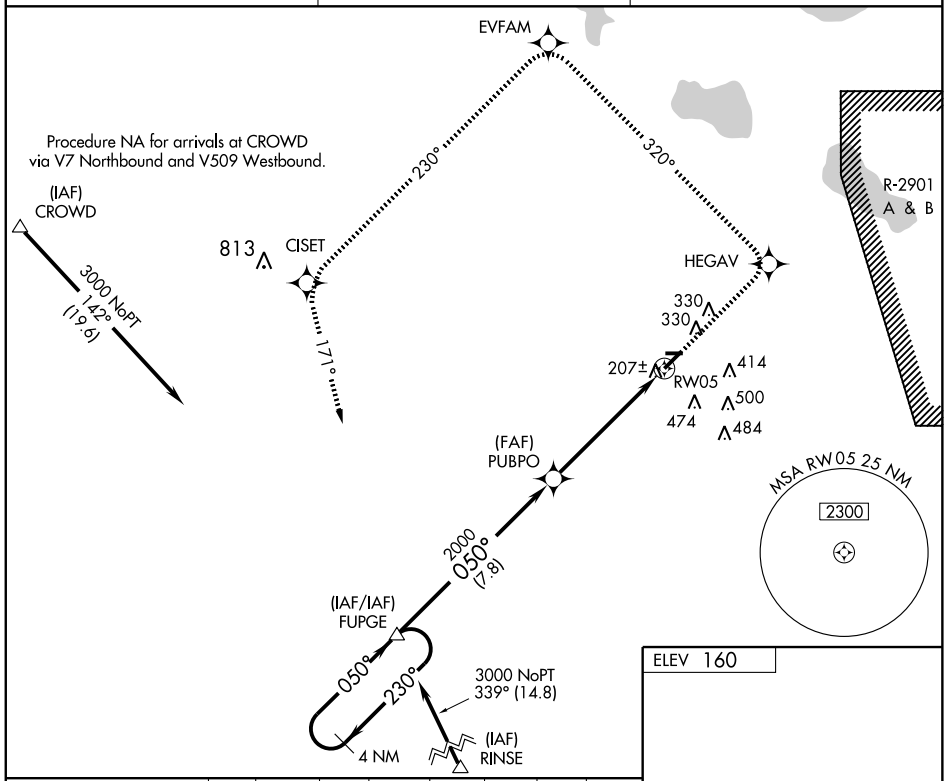
RNAV (GPS) RWY 5

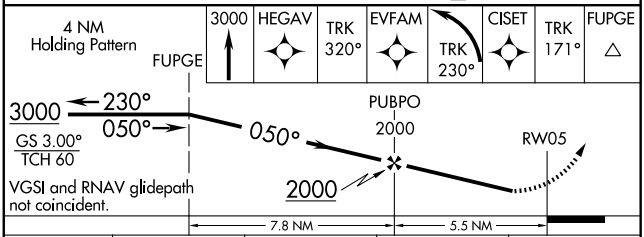
AVON PARK EXECUTIVE (AVO)

T A NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orlando Intl altimeter setting; increase DA to 578 feet and visibility Cat A/B ½ mile. Increase all MDA 140 feet.

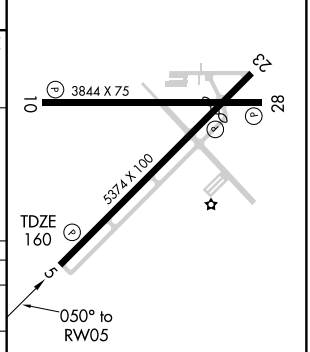
MISSED APPROACH: Climb to 3000 direct HEGAV and via track 320° to EVFAM and left turn via track 230° to CISET and via track 171° to FUPGE and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.725	134.55 257.7	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	450-1 290 (300-1)		NA	
LNAV MDA	460-1 300 (300-1)		NA	
CIRCLING	680-1 520 (600-1)		NA	



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3844
095°	TDZE	154
	Apt Elev	160

RNAV (GPS) RWY 10
AVON PARK EXECUTIVE (AVO)

V NA	DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Orlando Intl altimeter setting; increase all MDA 140 feet.	MISSED APPROACH: Climbing right turn 3000 direct FUPGE and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.725	134.55 257.7	122.8 (CTAF) L

Procedure NA for arrivals at CROWD
via V7 Northbound and V509 Westbound.

(IAF)
CROWD

3000 NoPT
117°
(11.6)

813

(IF/IAF)
OMIGE

095°
275°
4 NM

2000
095°
(6.4)

(FAF)
HIKZE

279±
330
330
414
474
500
484
RW10

R-2901
A & B

3000 NoPT
003° (5)

(IAF)
DOWNN

Procedure NA for arrivals at DOWNN
via V157-521 Southeast bound.

FUPGE
050°
230°
4 NM

MSA RW 10 25 NM
2300

4 NM
Holding Pattern

OMIGE
275°
095°
3000

095°
HIKZE
2000
3.05°
TCH 45
RW10

3000
FUPGE

VGSI and descent angles
not coincident.

6.4 NM
5.6 NM

ELEV 160

TDZE
154

10
3844 X 75
28
095° to
RW10
5374 X 100
23
5

CATEGORY	A	B	C	D
LNAV MDA	640-1	486 (500-1)	NA	
CIRCLING	680-1	520 (600-1)	NA	

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

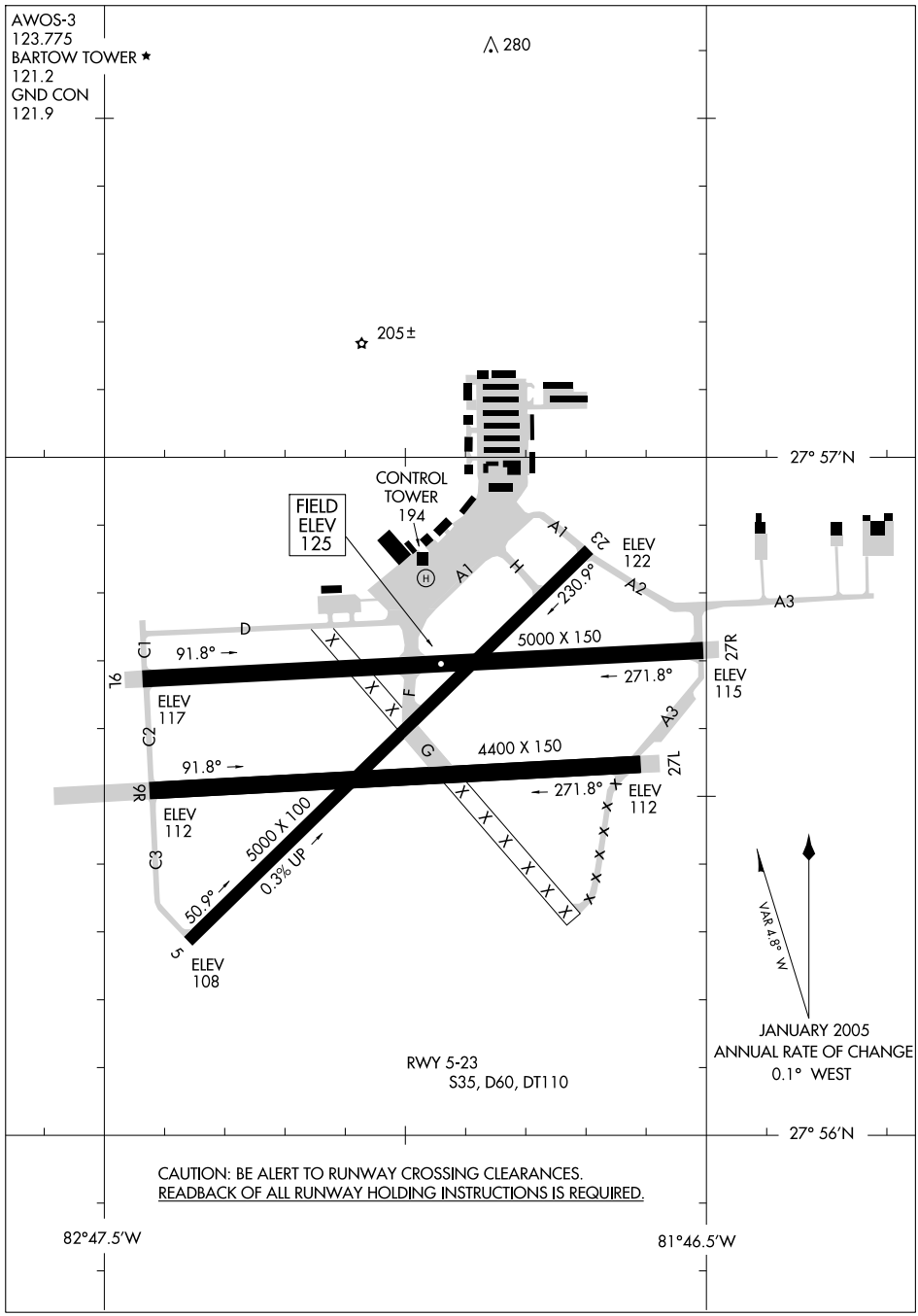
SE-3, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-5838 (FAA)

BARTOW MUNI (BOW)

BARTOW, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 58112 W05A	APP CRS 050°	Rwy Idg 5000 TDZE 123 Apt Elev 125

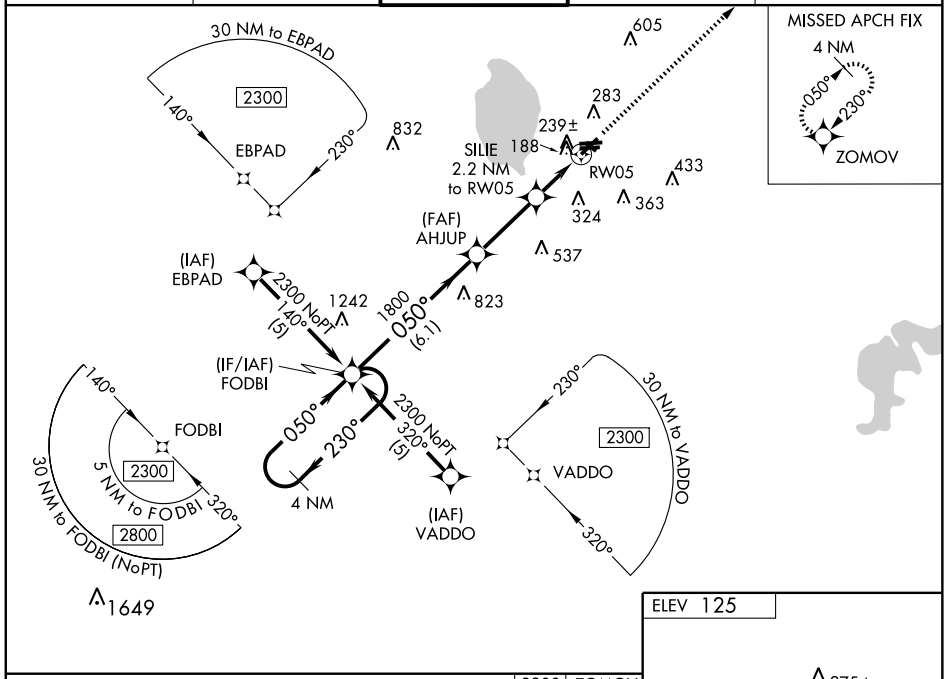
RNAV (GPS) RWY 5

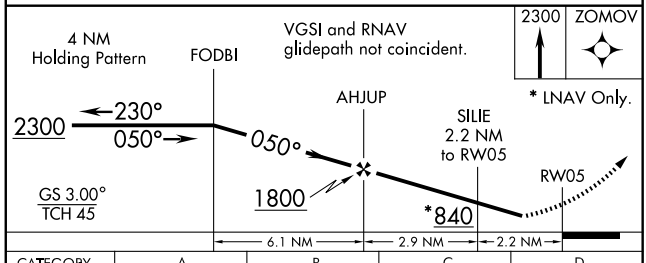
BARTOW MUNI (BOW)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 533 feet, LNAV/VNAV DA to 684 feet and all MDA 120 feet. Increase LPV all Cats. visibility ¼ mile, LNAV/VNAV all Cats. visibility ½ mile, LNAV Cats. C and D ½ mile, and Circling Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Tampa Intl altimeter setting.

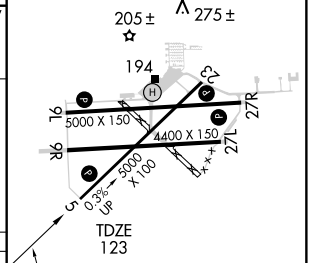
MISSED APPROACH: Climb to 2300 direct ZOMOV and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	447-1¼ 324 (400-1¼)			
LNAV/VNAV DA	509-1½ 386 (400-1½)			
LNAV MDA	520-1 397 (400-1)			520-1¼ 397 (400-1¼)
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)



MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5000
CH 90511	091°	TDZE	125
W09A		Apt Elev	125

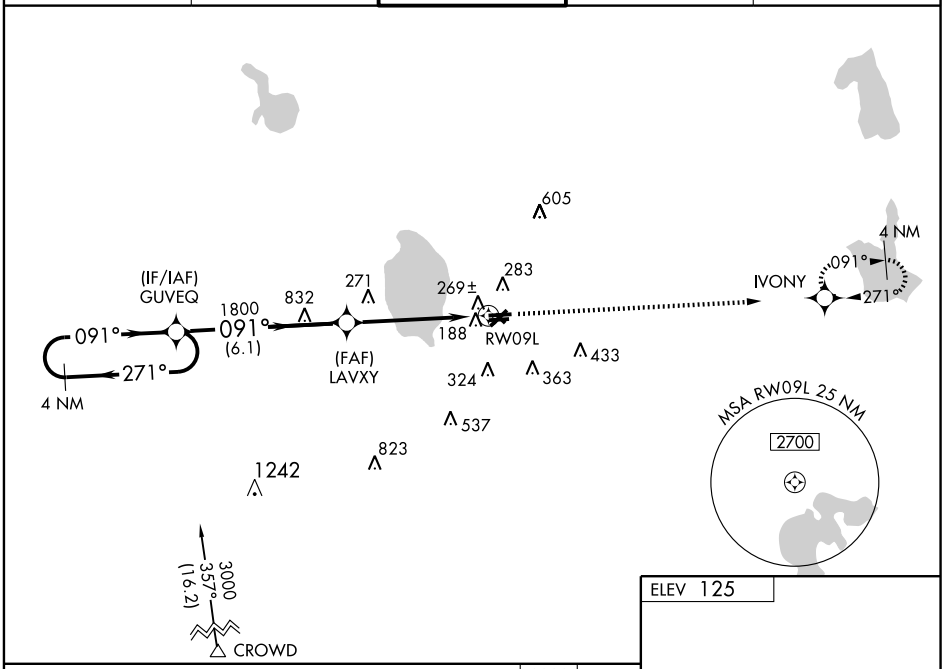
RNAV (GPS) RWY 9L

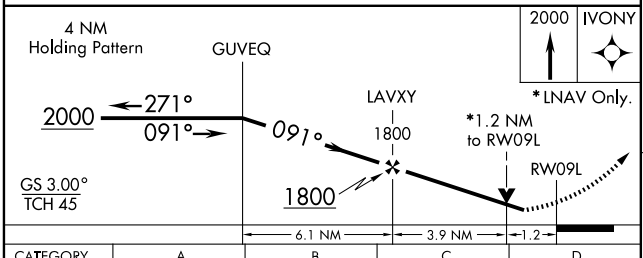
BARTOW MUNI (BOW)

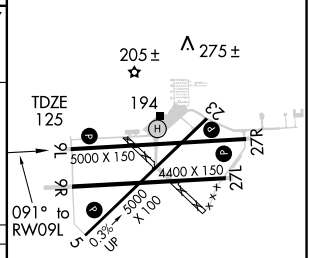
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Tampa Intl altimeter setting and increase all DA 106 feet, all MDA 120 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C visibility and Circling Cat D visibility ¼ mile, and LNAV Cat D ½ mile.
VDP NA when using Tampa Intl altimeter setting. Baro-VNAV NA when using Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct IVONY and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 (L) (CTAF)	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	442-1¼ 317 (400-1¼)			
LNAV/VNAV DA	539-1½ 414 (500-1½)			
LNAV MDA	540-1 415 (500-1)		540-1¼ 415 (500-1¼)	
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)

MIRL Rwys 5-23 and 9L-27R (L)
REIL Rwys 5, 23, 9L and 27R (L)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5000
CH 63112	230°	TDZE	124
W23A		Apt Elev	125

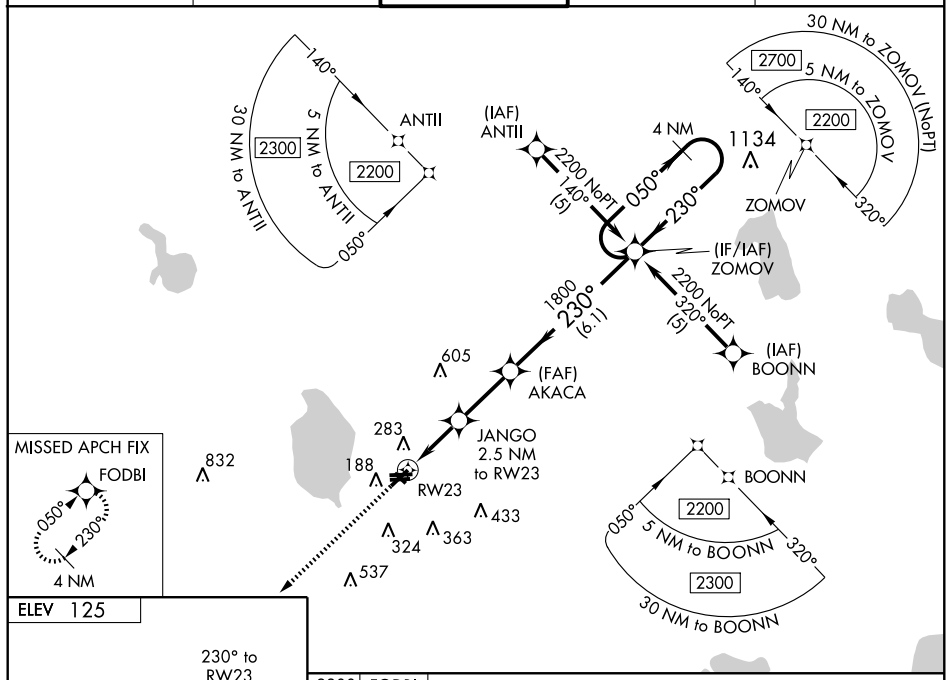
RNAV (GPS) RWY 23

BARTOW MUNI (BOW)

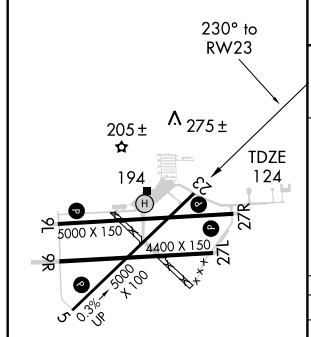
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received; use Tampa Intl altimeter setting and increase all DA 106 feet and MDA 120 feet; increase LPV and LNAV/VNAV visibility all Cats. ½ mile, LNAV visibility Cat. C and D and Circling Cat. D ¼ mile. Baro-VNAV NA when using Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2300 direct FODBI and hold.

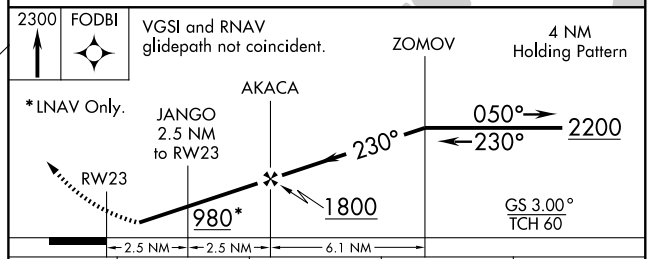
AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95



ELEV 125



MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L



CATEGORY	A	B	C	D
LPV DA	454-1 330 (400-1)			
LNAV/VNAV DA	575-1½ 451 (500-1½)			
LNAV MDA	580-1 456 (500-1)		580-1¼ 456 (500-1¼)	580-1½ 456 (500-1½)
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 27R

BARTOW MUNI (BOW)

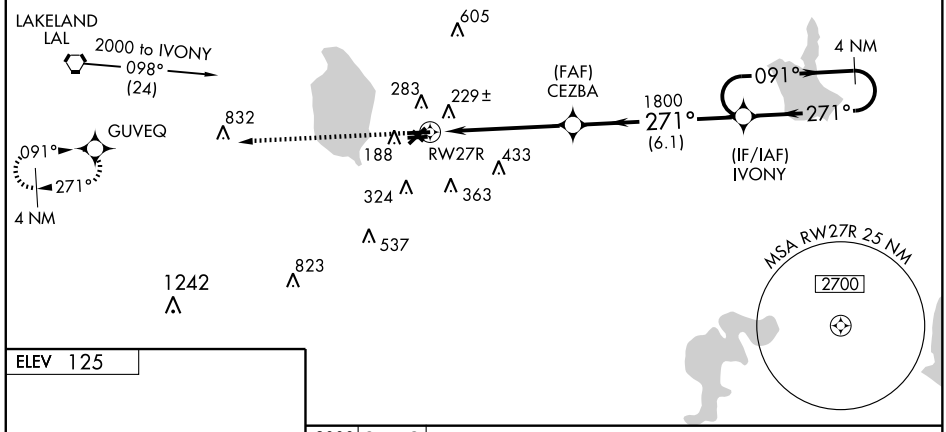
WAAS	APP CRS	Rwy Idg	5000
CH 82412	271°	TDZE	125
W27A		Apt Elev	125

DME/DME RNP-3.0 NA. Visibility reduction by helicopters NA. VDP NA when using Tampa Intl altimeter setting. When local altimeter setting not received, use Tampa Intl setting and increase all DA 106 feet and all MDA 120 feet, increase LPV and LNAV/VNAV visibility all Cats. ½ mile, increase LNAV visibility Cat. C and D ¼ mile, and Circling visibility Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Tampa Intl altimeter setting.

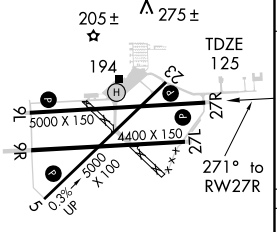
MISSED APPROACH: Climb to 2000 direct GUVEQ and hold.

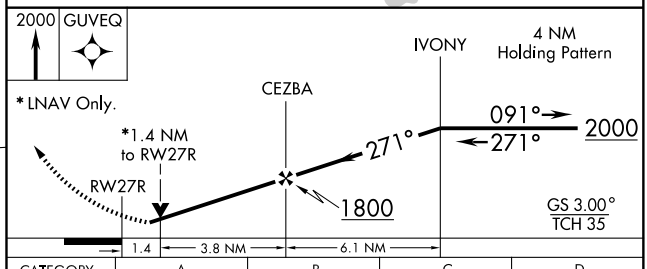
AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 (L) (CTAF)	121.9	122.95

Procedure NA for arrival on LAL VORTAC via airway radials 046 CW 153.



ELEV 125





CATEGORY	A	B	C	D
LPV DA	470-1¼ 345 (400-1¼)			
LNAV/VNAV DA	530-1½ 405 (500-1½)			
LNAV MDA	580-1 455 (500-1)		580-1¼ 455 (500-1¼)	580-1½ 455 (500-1½)
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)

MIRL Rwys 5-23 and 9L-27R (L)
REIL Rwys 5, 23, 9L and 27R (L)

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC LAL 116.0 Chan 107	APP CRS 101°	Rwy Idg 5000 TDZE 125 Apt Elev 125

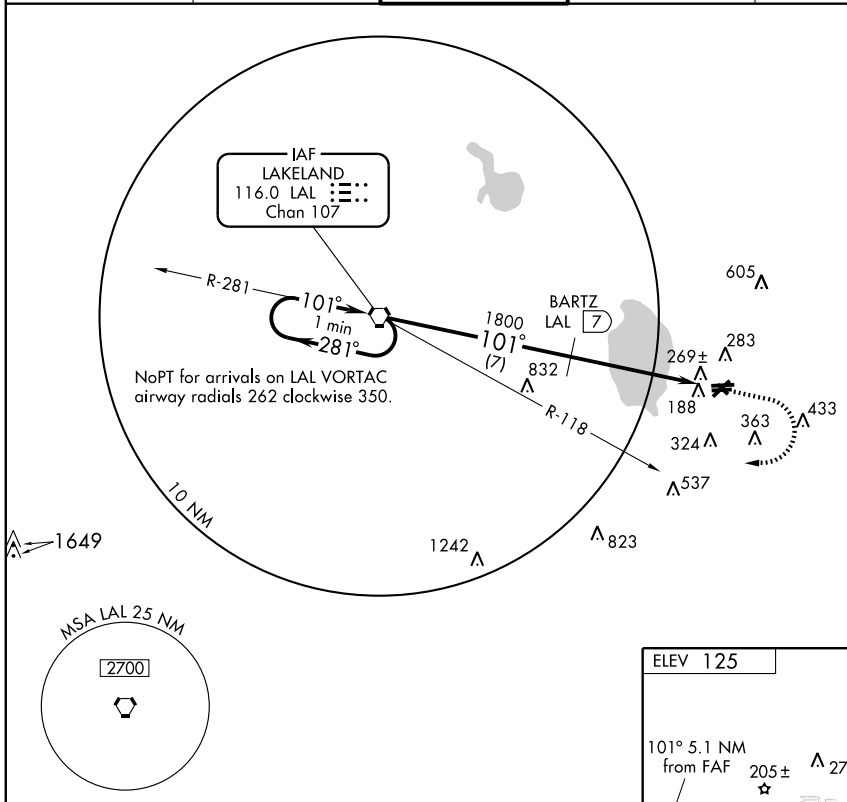
VOR/DME RWY 9L

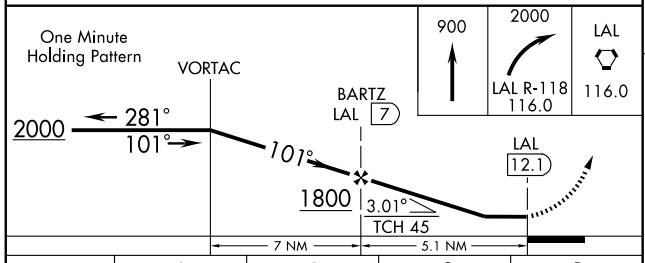
BARTOW MUNI (BOW)

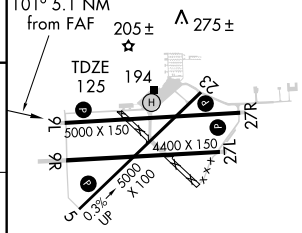
NA — If local altimeter not received, use Tampa Intl altimeter setting and raise all MDAs 120 feet.

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 via LAL R-118 to LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	BARTOW TOWER ★	GND CON	UNICOM
123.775	120.65 290.3	121.2 L (CTAF)	121.9	122.95







CATEGORY	A	B	C	D
S-9L	520-1 395 (400-1)			520-1¼ 395 (400-1¼)
CIRCLING	600-1 475 (500-1)		600-1½ 475 (500-1½)	680-2 555 (600-2)

MIRL Rwys 5-23 and 9L-27R L
REIL Rwys 5, 23, 9L and 27R L

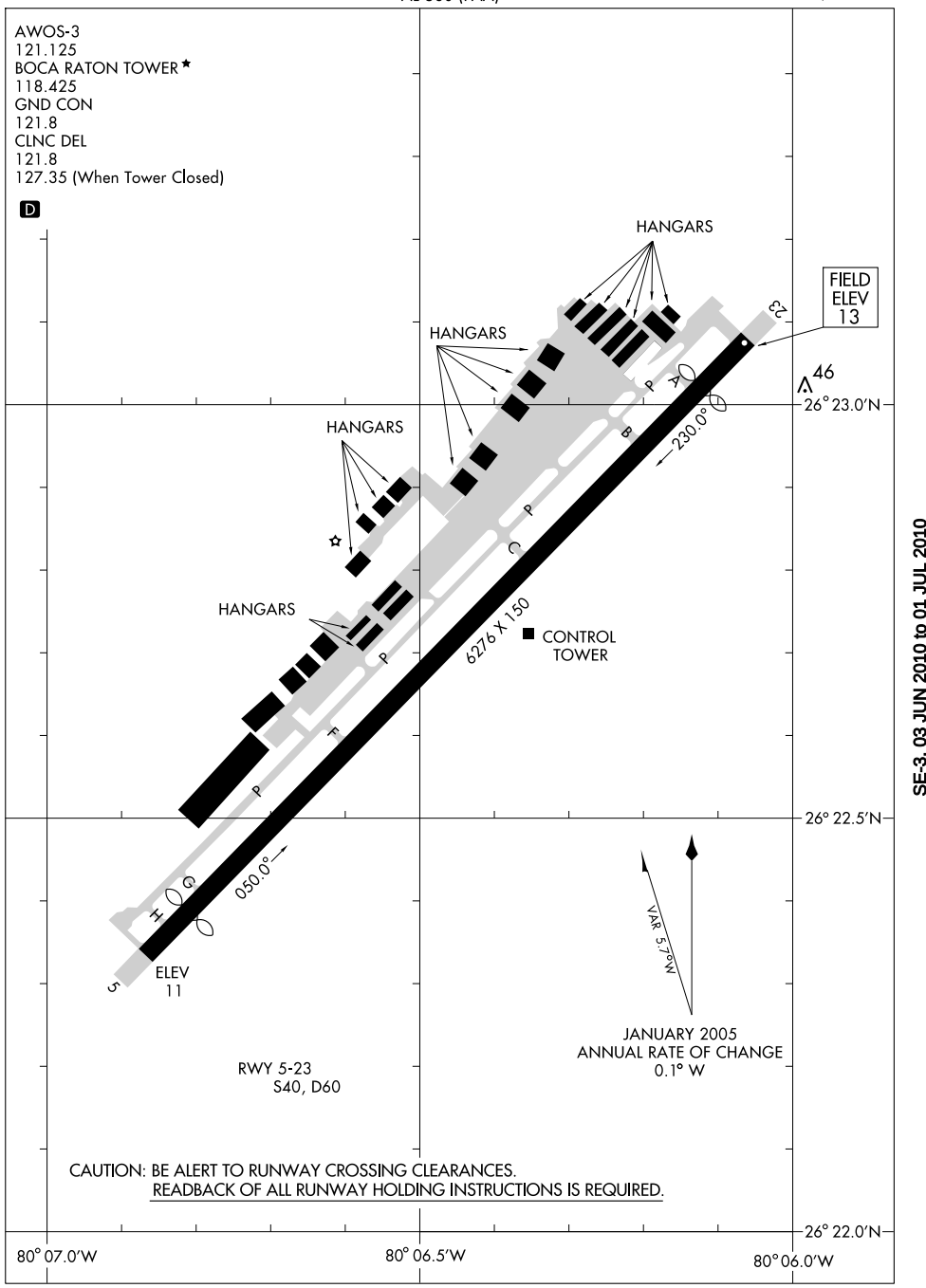
SE-3, 03 JUN 2010 to 01 JUL 2010

09183

AIRPORT DIAGRAM

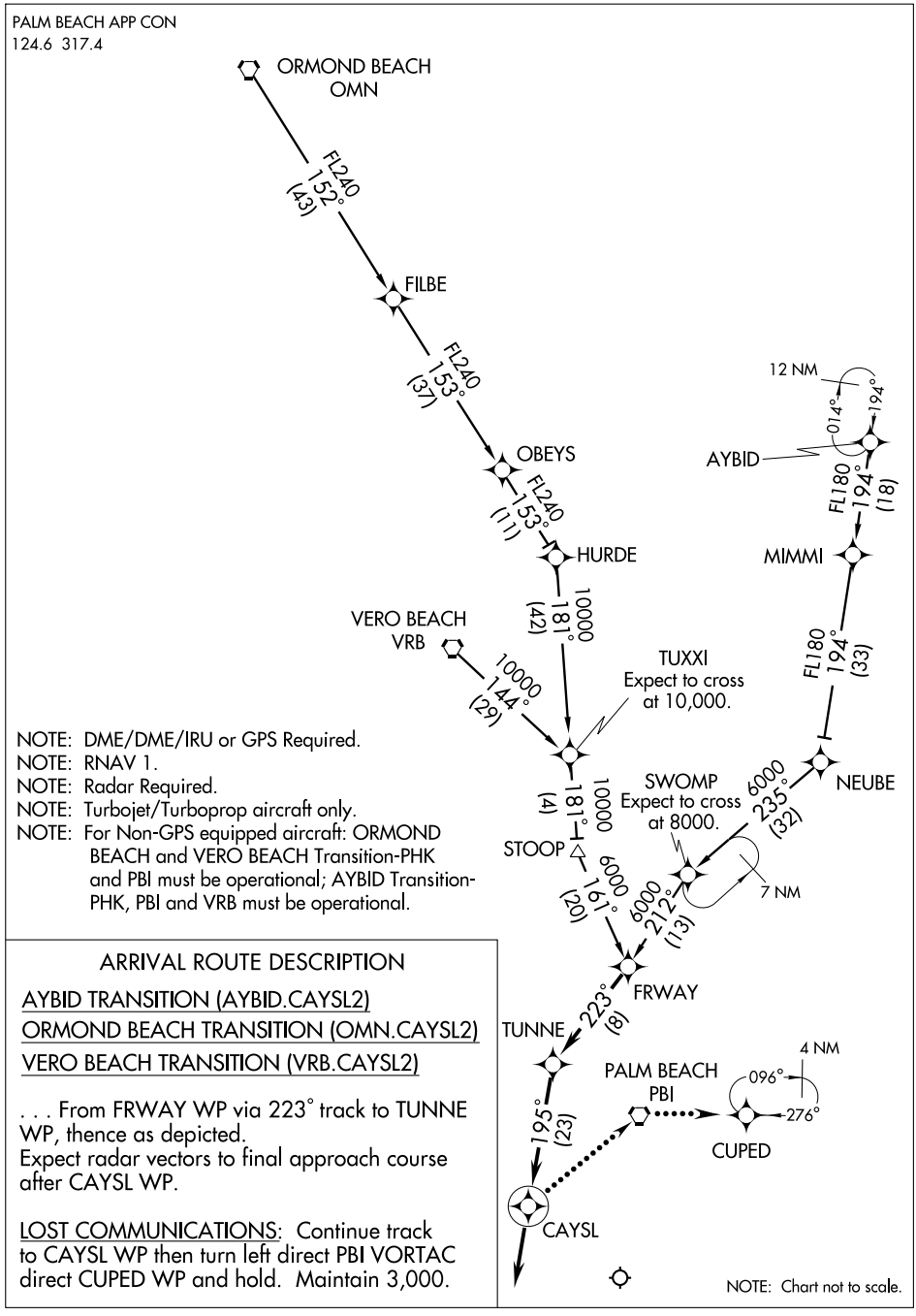
AL-560 (FAA)

BOCA RATON (BCT)
BOCA RATON, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

CAYSL TWO ARRIVAL (RNAV)



NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For Non-GPS equipped aircraft: ORMOND BEACH and VERO BEACH Transition-PHK and PBI must be operational; AYBID Transition-PHK, PBI and VRB must be operational.

ARRIVAL ROUTE DESCRIPTION

AYBID TRANSITION (AYBID.CAYSL2)
ORMOND BEACH TRANSITION (OMN.CAYSL2)
VERO BEACH TRANSITION (VRB.CAYSL2)

. . . From FRWAY WP via 223° track to TUNNE WP, thence as depicted.
Expect radar vectors to final approach course after CAYSL WP.

LOST COMMUNICATIONS: Continue track to CAYSL WP then turn left direct PBI VORTAC direct CUPED WP and hold. Maintain 3,000.

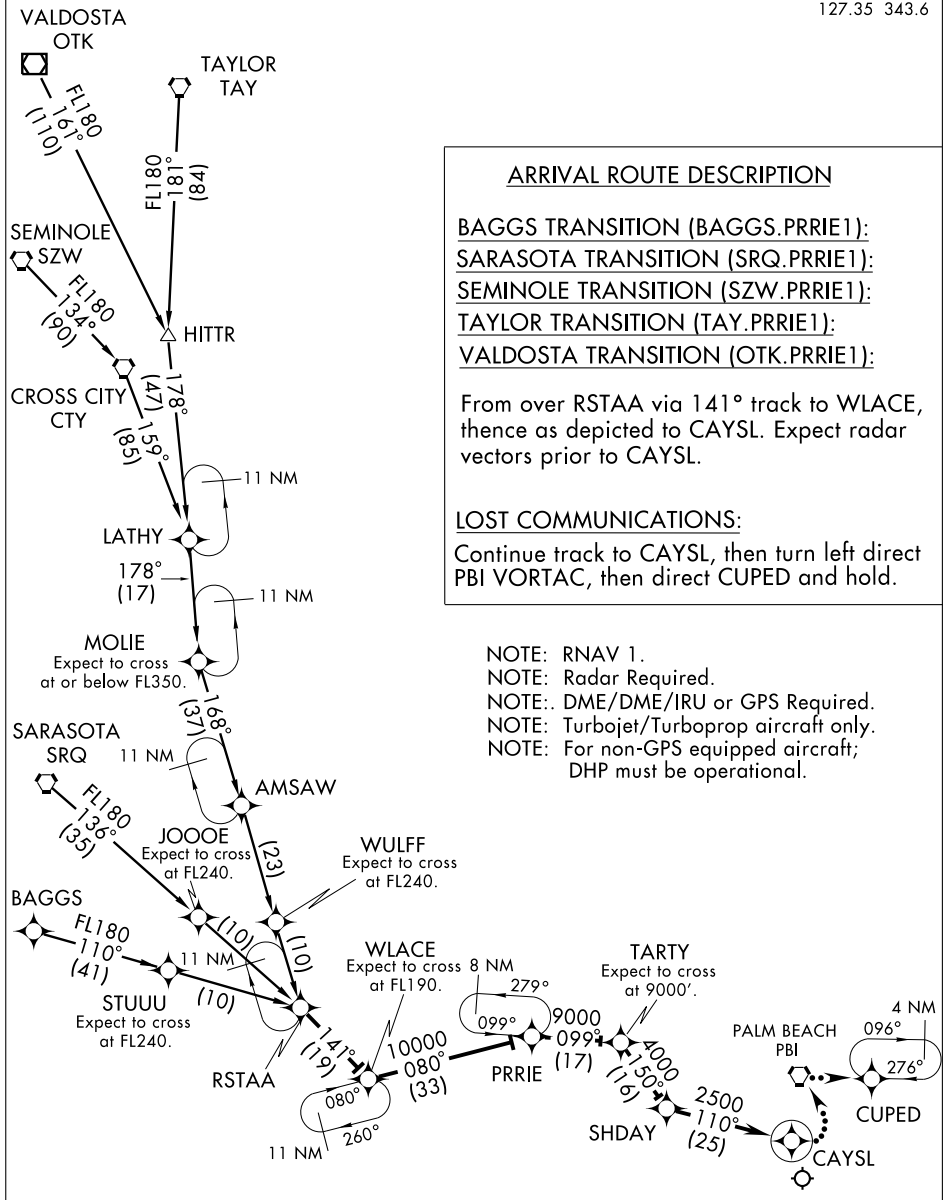
SE-3, 03 JUN 2010 to 01 JUL 2010

PRRIE ONE ARRIVAL (RNAV)

ST-560 (FAA)

BOCA RATON
BOCA RATON, FLORIDA

PALM BEACH ATIS
123.75
PALM BEACH APP CON
127.35 343.6



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.PRRIE1):
SARASOTA TRANSITION (SRQ.PRRIE1):
SEMINOLE TRANSITION (SZW.PRRIE1):
TAYLOR TRANSITION (TAY.PRRIE1):
VALDOSTA TRANSITION (OTK.PRRIE1):

From over RSTAA via 141° track to WLACE, thence as depicted to CAYSL. Expect radar vectors prior to CAYSL.

LOST COMMUNICATIONS:

Continue track to CAYSL, then turn left direct PBI VORTAC, then direct CUPED and hold.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft; DHP must be operational.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5550
CH 82101	049°	TDZE	12
W05A		Apt Elev	13

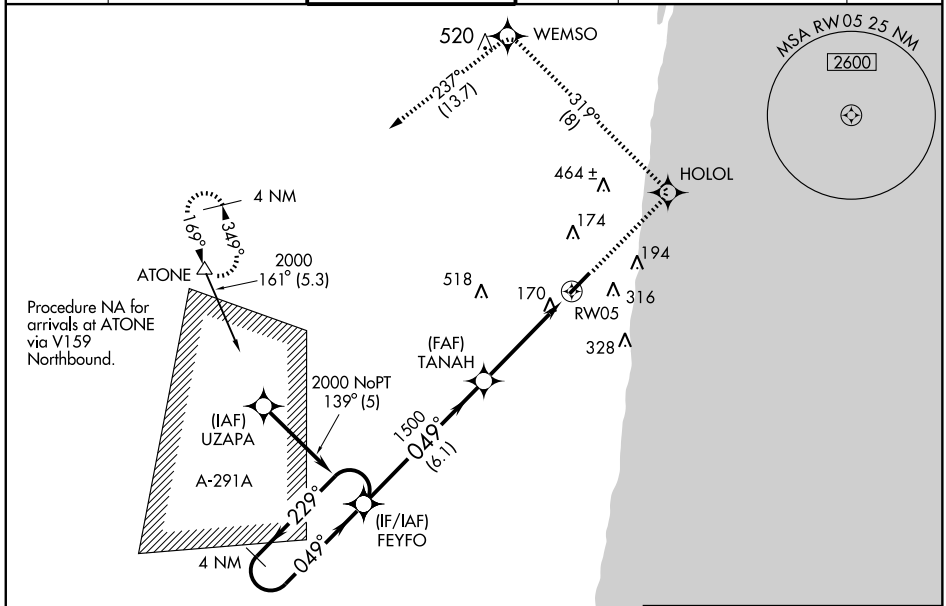
RNAV (GPS) RWY 5
BOCA RATON (BCT)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DAs 43 feet and all MDAs 60 feet. Baro-VNAV NA when using Palm Beach Intl altimeter setting. In minimum visibility conditions bright lights on highway ¼ mile north of airport may be mistaken for runway lights. Visibility reduction by helicopters NA.

NA

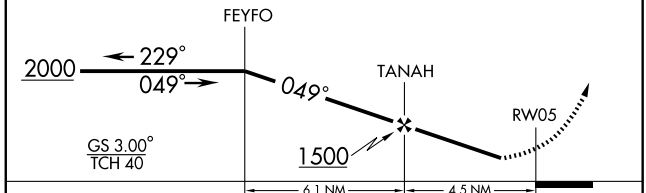
MISSED APPROACH: Climb to 2000 direct HOLOL and via 319° track to WEMSO and via 237° track to ATONE and hold.

AWOS-3	PALM BEACH APP CON	BOCA RATON TOWER★	GND CON	CLNC DEL	UNICOM
121.125	125.2 343.6	118.425 (CTAF) L	121.8	121.8 127.35 (when tower closed)	118.425



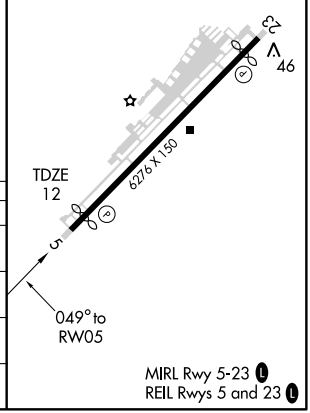
4 NM Holding Pattern

2000	HOLOL	319° TRK	WEMSO	237° TRK	ATONE



CATEGORY	A	B	C	D
LPV DA	423-1½ 411 (500-1½)			
LNAV/ VNAV DA	458-1½ 446 (500-1½)			
LNAV MDA	480-1 468 (500-1)		480-1¼ 468 (500-1¼)	480-1½ 468 (500-1½)
CIRCLING	620-1½ 607 (700-1½)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)

ELEV 13 D



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5950
CH 42801	229°	TDZE	13
W23A		Apt Elev	13

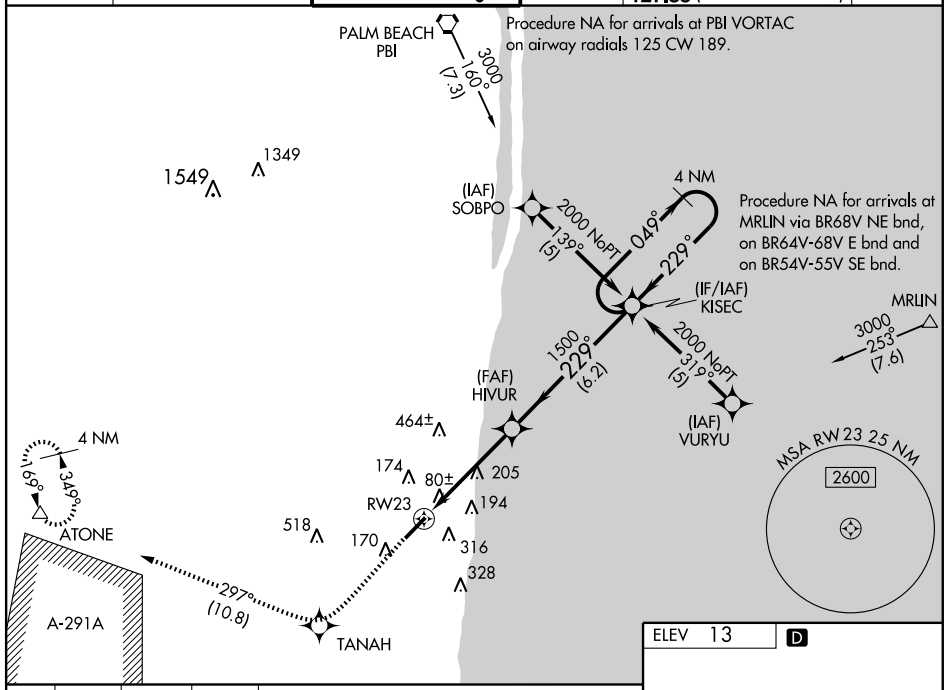
RNAV (GPS) RWY 23
BOCA RATON (BCT)

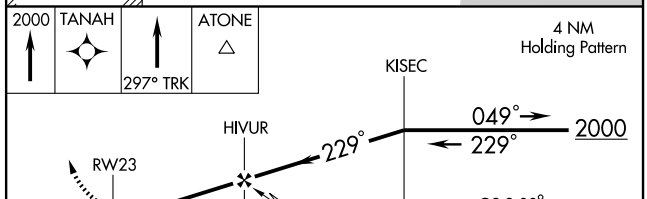
T
A NA

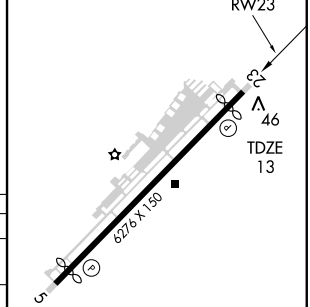
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DAs 43 feet, and all MDAs 60 feet. Baro-VNAV NA when using Palm Beach Intl altimeter setting. In minimum visibility conditions bright lights on highway ¼ mile north of airport may be mistaken for runway lights. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct TANAH and via 297° track to ATONE and hold.

AWOS-3	PALM BEACH APP CON	BOCA RATON TOWER★	GND CON	CLNC DEL	UNICOM
121.125	125.2 343.6	118.425 (CTAF) L	121.8	121.8 127.35 (when tower closed)	118.425





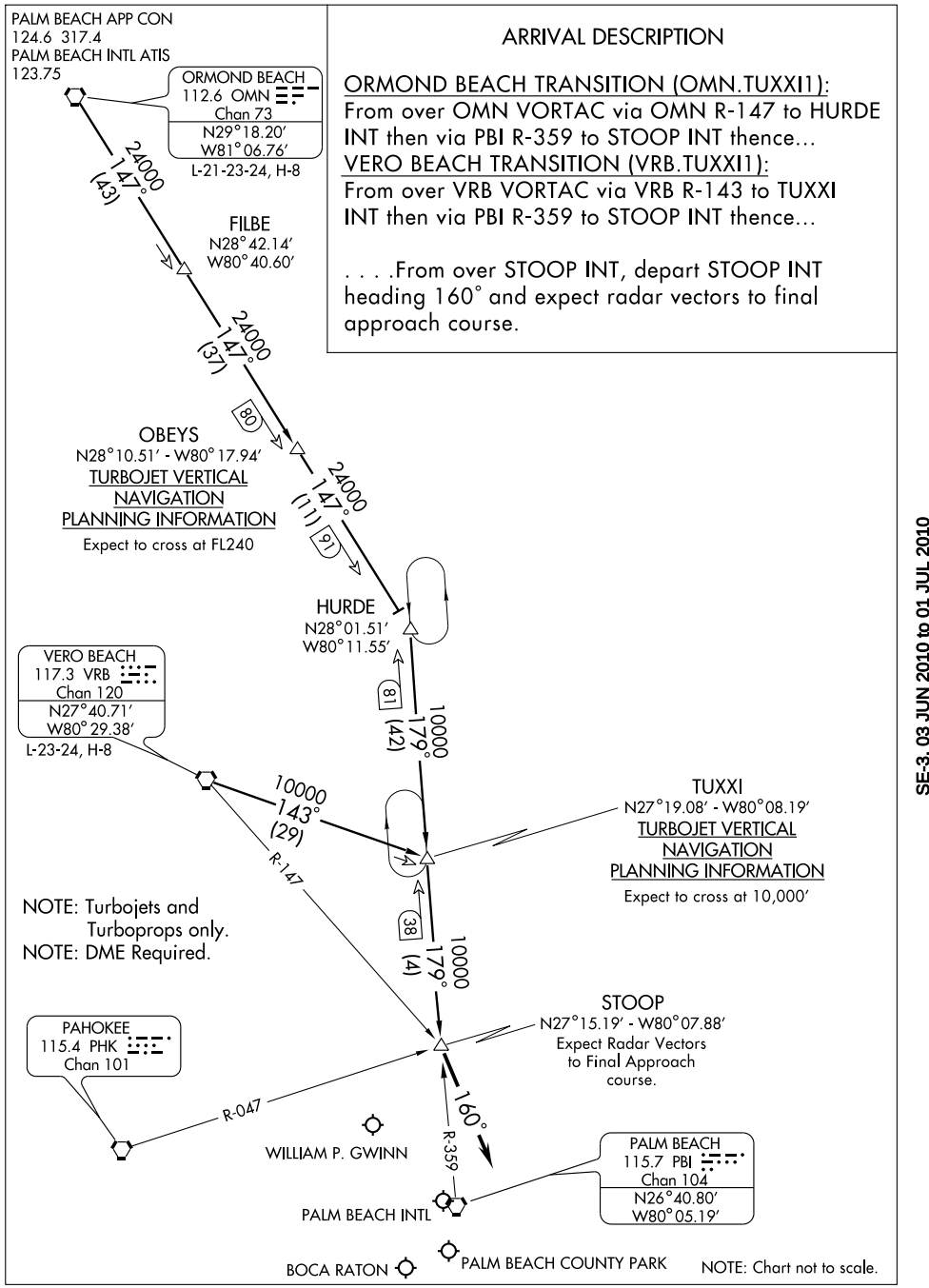


CATEGORY	A	B	C	D
LPV DA	263-1 250 (300-1)			
LNAV/ VNAV DA	485-1¾ 472 (500-1¾)			
LNAV MDA	580-1 567 (600-1)		580-1½ 567 (600-1½)	580-1¾ 567 (600-1¾)
CIRCLING	620-1 607 (700-1)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-3, 03 JUN 2010 to 01 JUL 2010

TUXXI ONE ARRIVAL



ARRIVAL DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI1):
From over OMN VORTAC via OMN R-147 to HURDE INT then via PBI R-359 to STOOP INT thence...

VERO BEACH TRANSITION (VRB.TUXXI1):
From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence...

. . . .From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.

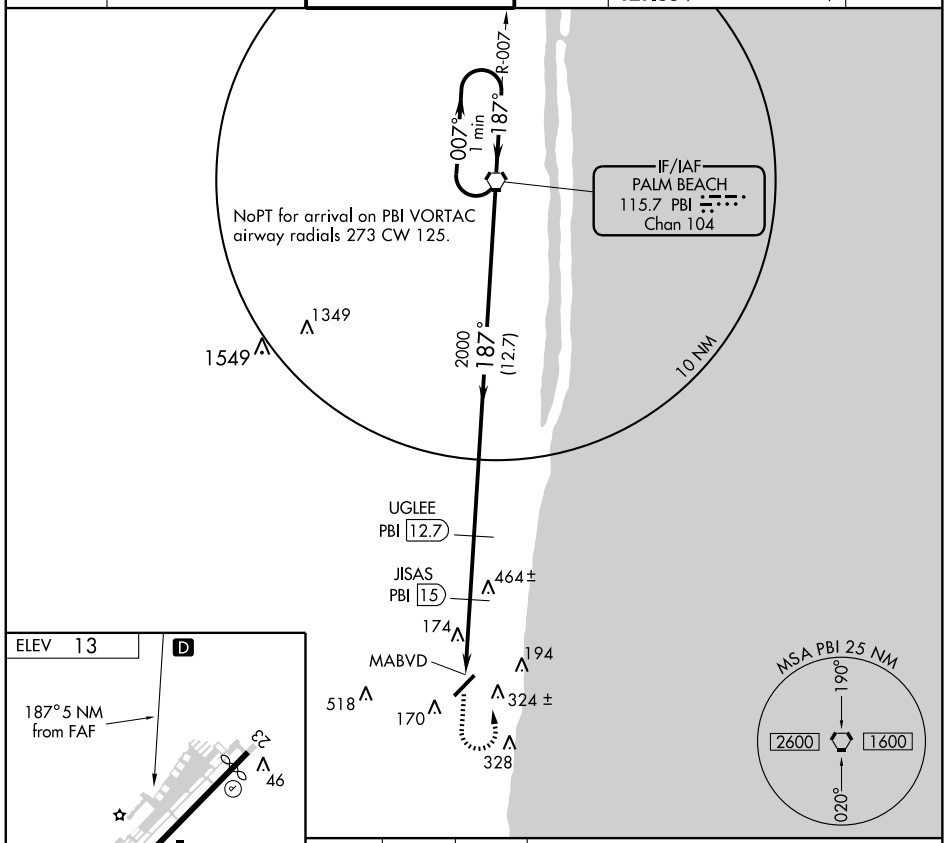
VORTAC PBI 115.7 Chan 104	APP CRS 187°	Rwy Idg N/A TDZE N/A Apt Elev 13

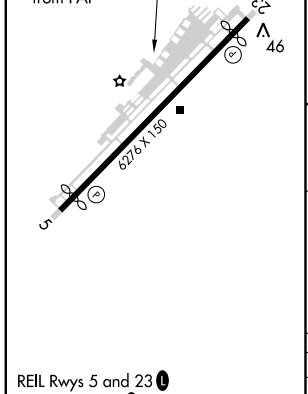
VOR/DME-A
BOCA RATON (BCT)

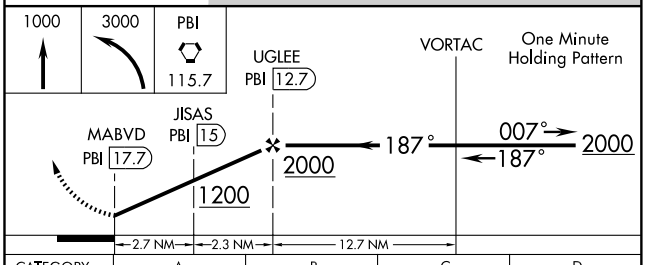
When local altimeter setting not received, use Palm Beach altimeter setting and increase all MDA 60 feet.
In minimum visibility conditions bright lights on highway ¼ mile north of airport may be mistaken for runway lights.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct PBI VORTAC and hold.

AWOS-3	PALM BEACH APP CON	BOCA RATON TOWER★	GND CON	CLNC DEL	UNICOM
121.125	125.2 343.6	118.425 (CTAF) L	121.8	121.8 127.35 (when tower closed)	118.425







REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

CATEGORY	A	B	C	D
CIRCLING	680-1 667 (700-1)		680-1¾ 667 (700-1¾)	680-2 667 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

NDB BKK 275	APP CRS 182°	Rwy Idg N/A TDZE N/A Apt Elev 85

NDB or GPS-A

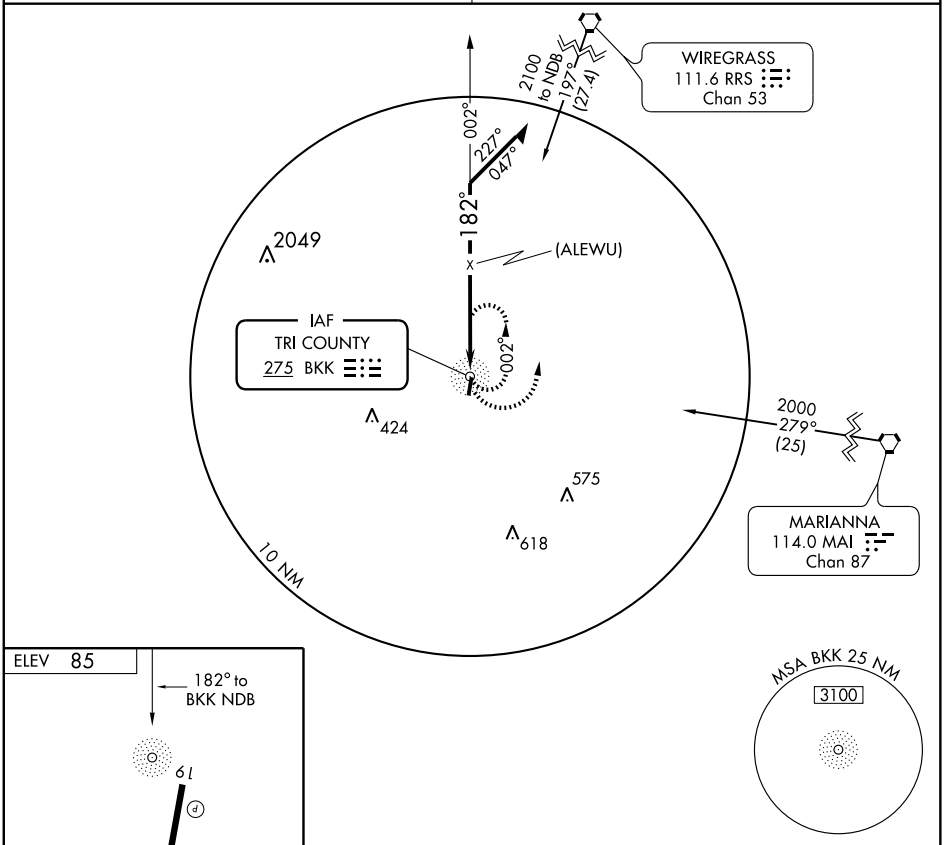
BONIFAY/TRI COUNTY (1J0)

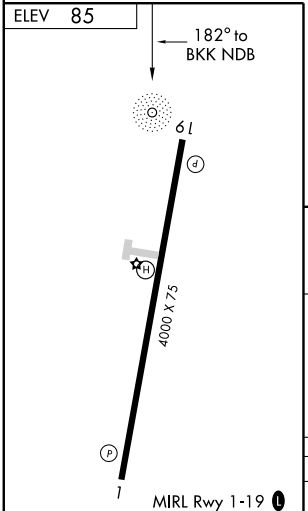
NA

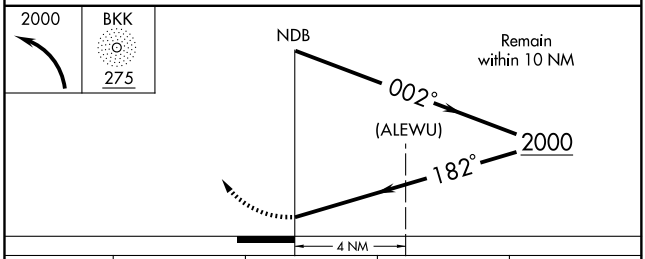
Use Cairns AAF (Fort Rucker) altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 in BKK NDB holding pattern.

CAIRNS APP CON ★	UNICOM
133.75 270.35	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	820-1 735 (800-1)		820-2 735 (800-2)	NA

LOC I-OSV	APP CRS	Rwy Idg	7002
111.1	094°	TDZE	77
		Apt Elev	77

ILS RWY 9

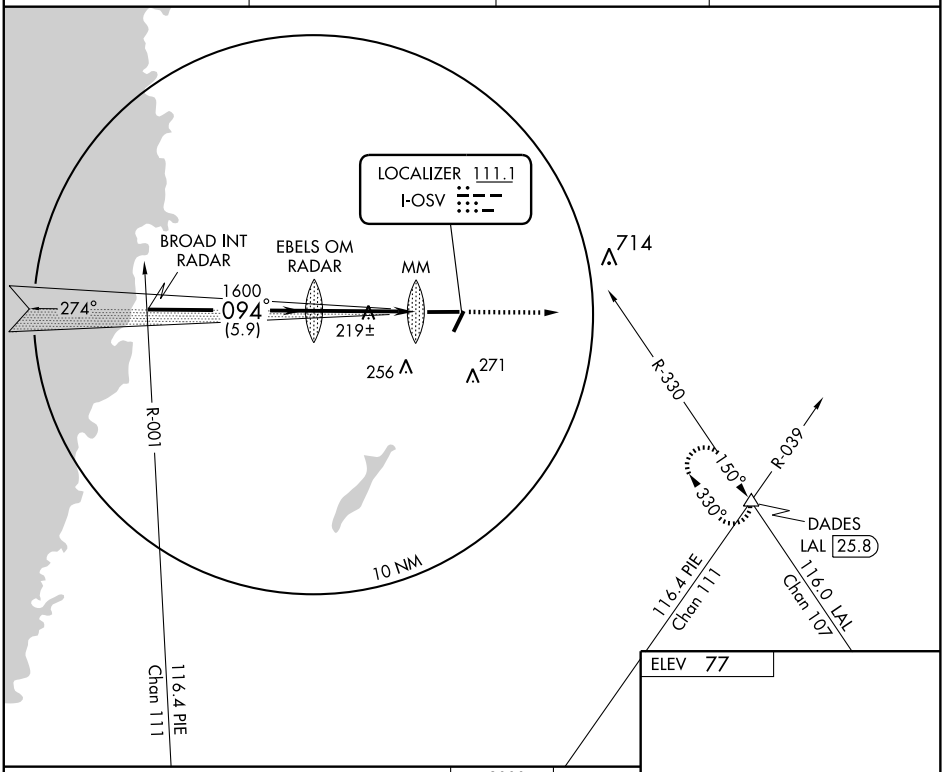
BROOKSVILLE/HERNANDO COUNTY (BKV)

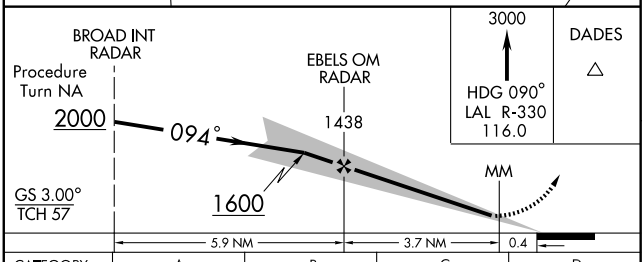
NA RADAR REQUIRED

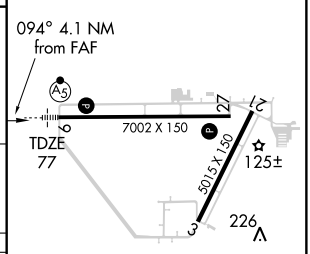
MALSR

MISSED APPROACH: Climb to 3000 via heading 090° and LAL R-330 to DADES Int and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L







ELEV 77

MIRL Rwys 3-21 and 9-27 L

CATEGORY	A	B	C	D
S-ILS 9	277-½ 200 (200-½)			
S-LOC 9	480-½ 403 (500-½)		480-¾ 403 (500-¾)	
CIRCLING	540-1 463 (500-1)		540-1½ 463 (500-1½)	640-2 563 (600-2)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5015
030°	TDZE	67
	Apt Elev	76

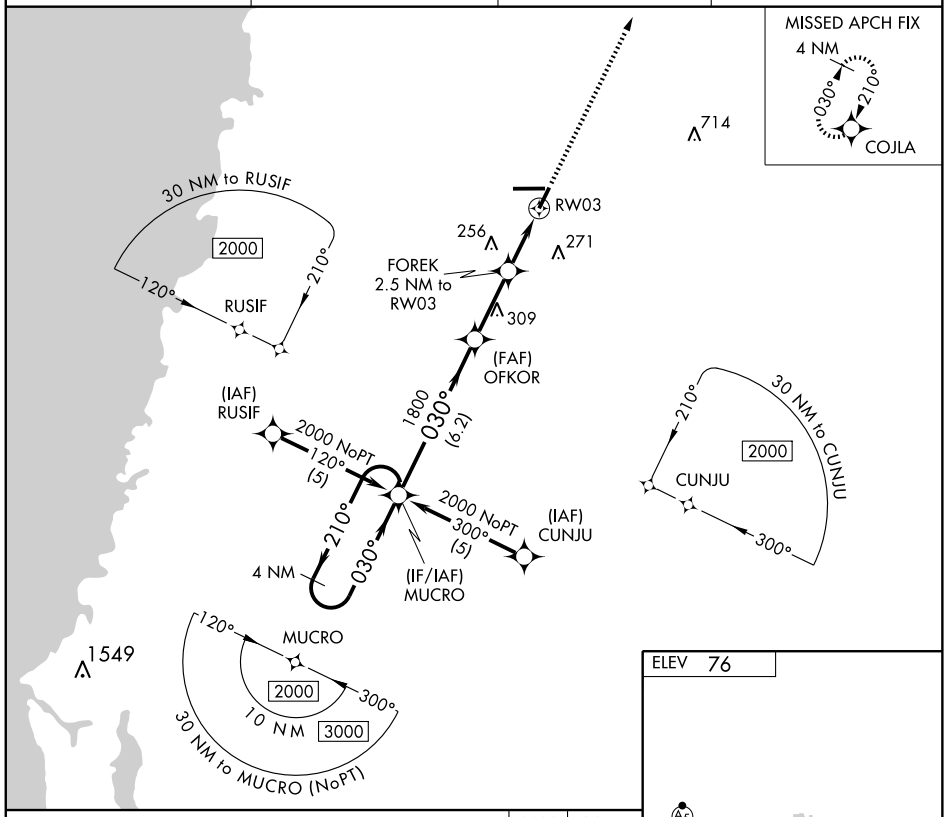
RNAV (GPS) RWY 3

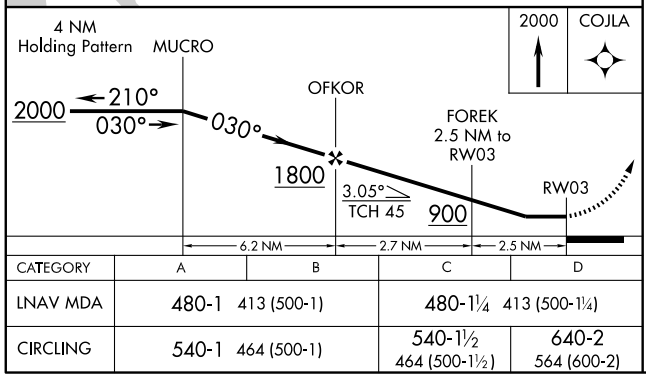
BROOKSVILLE /HERNANDO COUNTY (BKV)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 80 feet and increase LNAV Cat. D visibility ¼ mile.

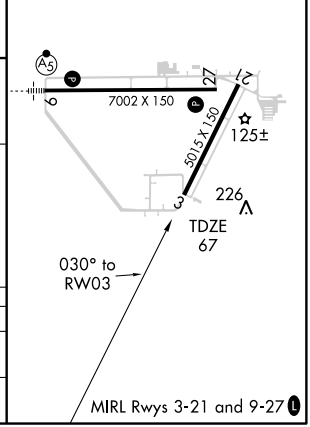
MISSED APPROACH: Climb to 2000 direct COJLA and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-1 413 (500-1)		480-1¼ 413 (500-1¼)	
CIRCLING	540-1 464 (500-1)		540-1½ 464 (500-1½)	640-2 564 (600-2)



SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	7002
094°	TDZE	76
	Apt Elev	76

RNAV (GPS) RWY 9

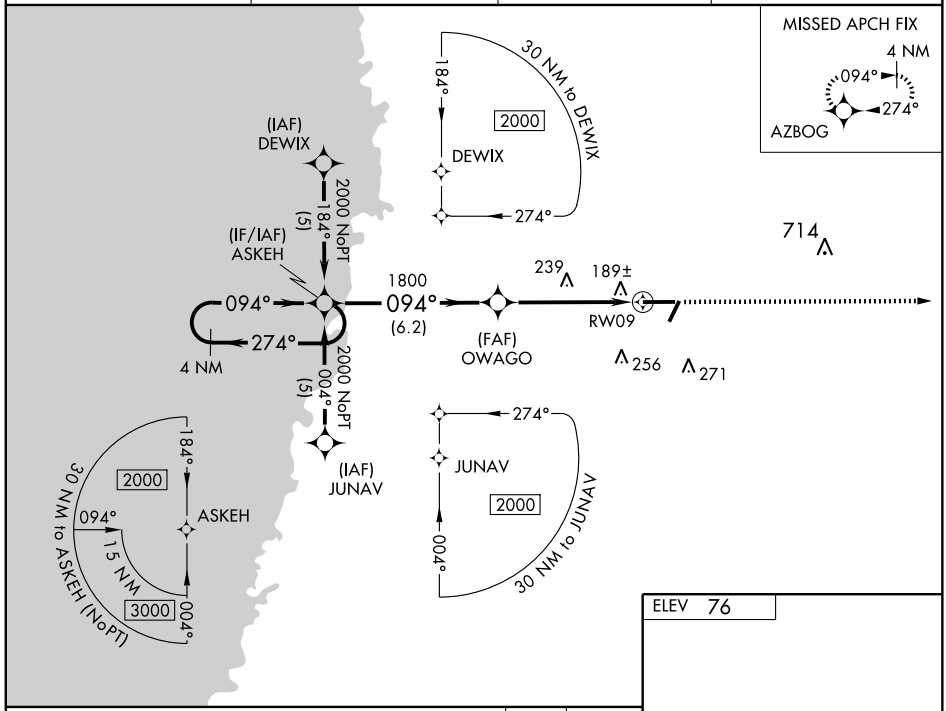
BROOKSVILLE/HERNANDO COUNTY (BKV)

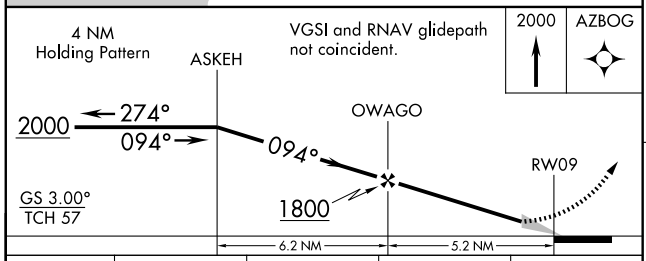
Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile. For inoperative MALSR increase LNAV Cat. D visibility to 1¼ mile.

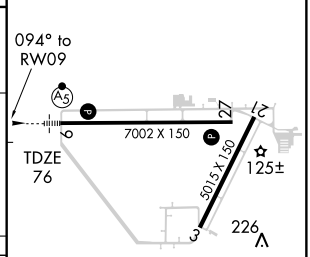
MALSR

MISSED APPROACH: Climb to 2000 direct AZBOG and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	491-1 415 (500-1)			
LNAV MDA	500-½ 424 (500-½)		500-¾ 424 (500-¾)	500-1 424 (500-1)
CIRCLING	540-1 464 (500-1)		540-1½ 464 (500-1½)	640-2 564 (600-2)

MIRL Rwys 3-21 and 9-27 L

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5015
210°	TDZE	69
	Apt Elev	76

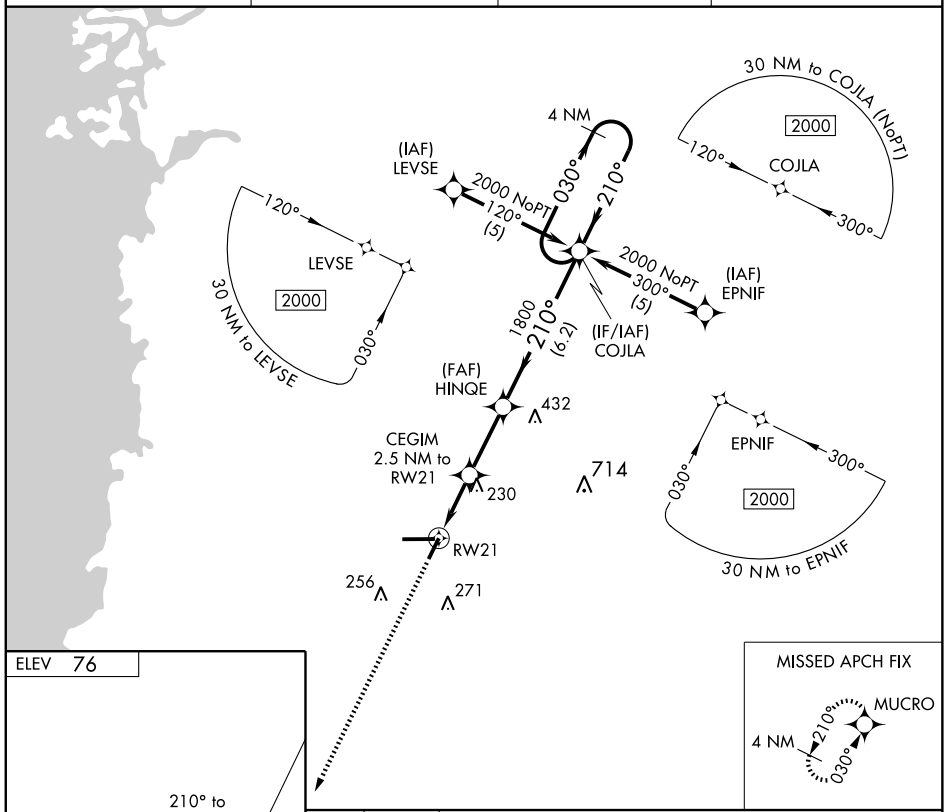
RNAV (GPS) RWY 21

BROOKSVILLE /HERNANDO COUNTY (BKV)

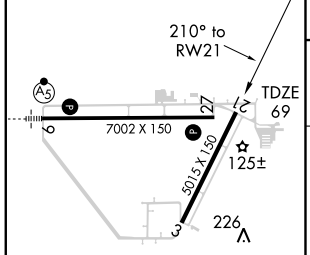
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 80 feet and increase LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct MUCRO and hold.

ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	125.3 316.05	119.125	123.0 (CTAF) L

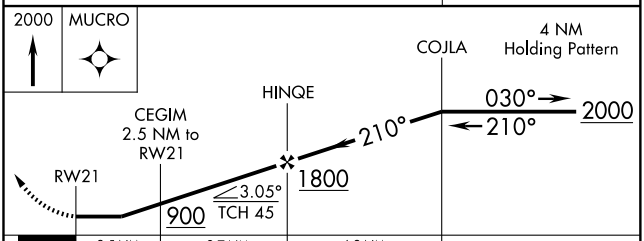


ELEV 76



MIRL Rwys 3-21 and 9-27 L

MISSED APCH FIX



CATEGORY	A	B	C	D
LNAV MDA	480-1 411 (500-1)		480-1¼ 411 (500-1¼)	
CIRCLING	540-1 464 (500-1)		540-1½ 464 (500-1½)	640-2 564 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH **86408**	**274°**	Rwy Idg	**7002**
W27A		TDZE	**69**
		Apt Elev	**76**

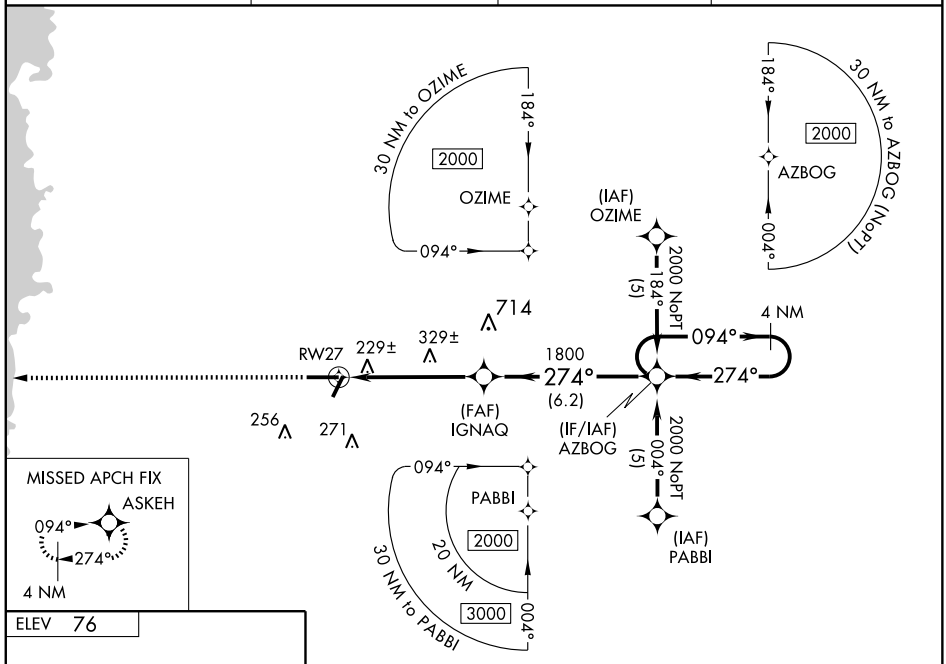
RNAV (GPS) RWY 27

BROOKSVILLE/HERNANDO COUNTY (BKV)

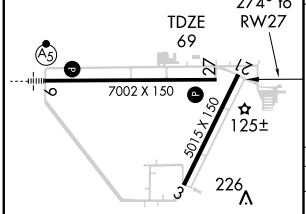
Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all DA 77 feet and MDA 80 feet, and increase LPV, LNAV/VNAV all Cats. and LNAV Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct ASKEH and hold.

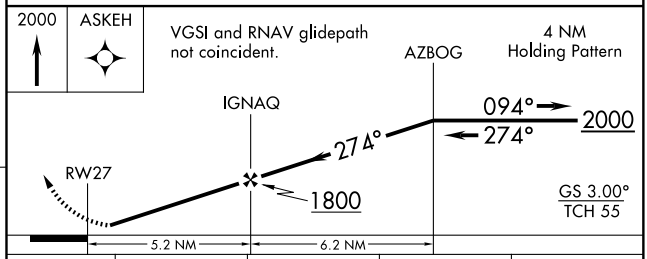
ASOS	TAMPA APP CON	CLNC DEL	UNICOM
134.725	**125.3 316.05**	**119.125**	**123.0** (CTAF) L



ELEV 76



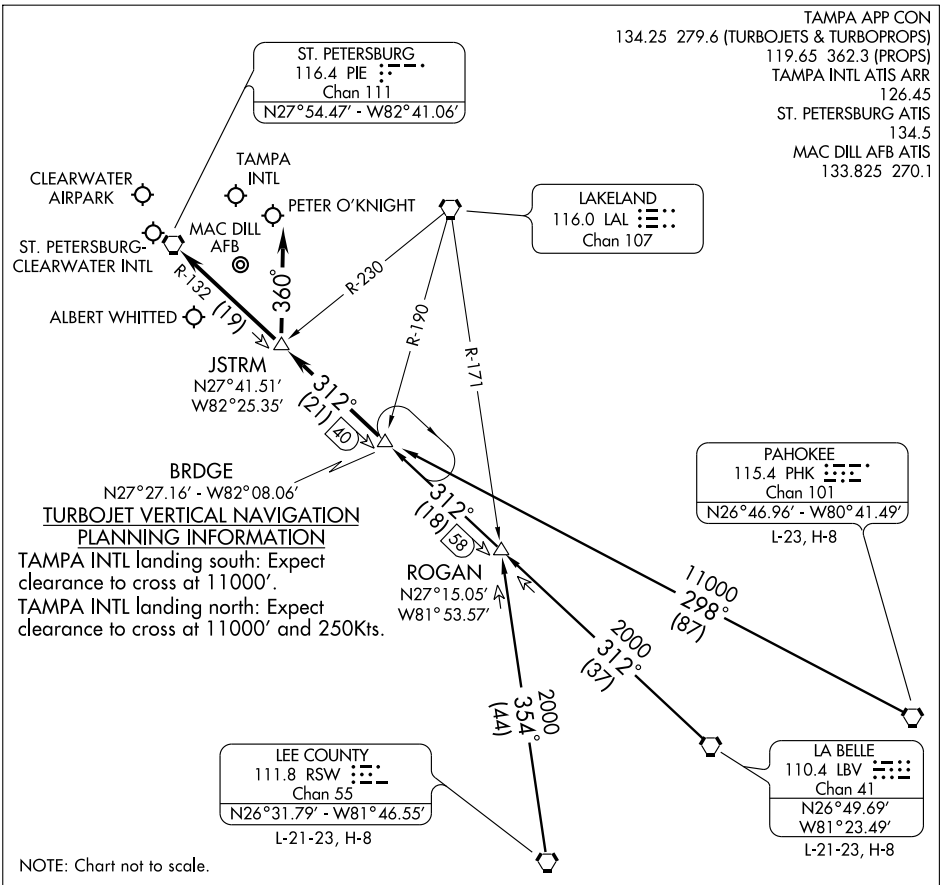
MIRL Rwys 3-21 and 9-27 L



CATEGORY	A	B	C	D
LPV DA	442-1¼ 373 (400-1¼)			
LNAV/VNAV DA	540-1¾ 471 (500-1¾)			
LNAV MDA	580-1 511 (600-1)		580-1½ 511 (600-1½)	
CIRCLING	580-1 504 (600-1)		580-1½ 504 (600-1½)	640-2 564 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

CLEWISTON, FLORIDA

AL-10367 (FAA)

APP CRS	Rwy Idg	5903
140°	TDZE	19
	Apt Elev	20

RNAV (GPS) RWY 13

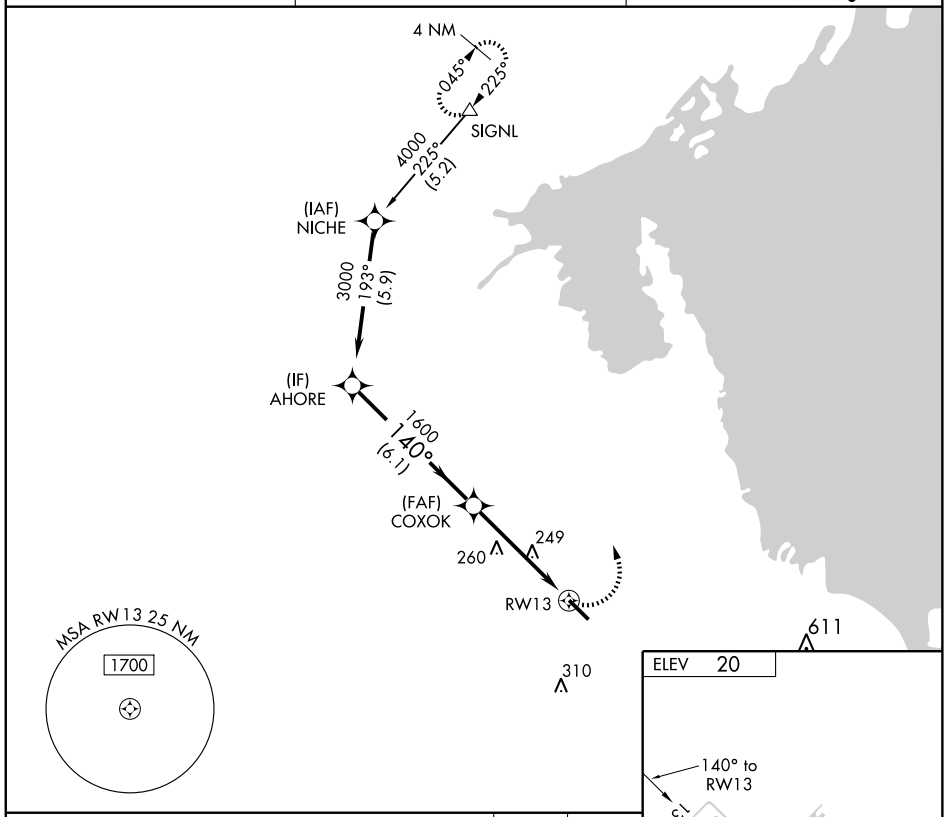
CLEWISTON /AIRGLADES (2IS)

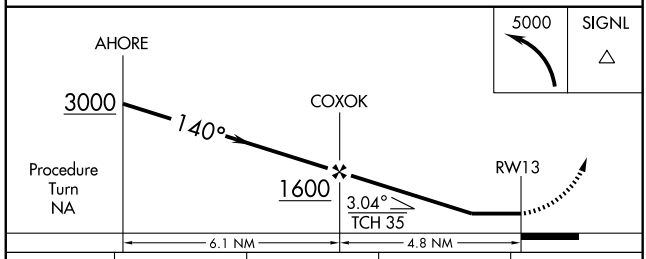
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
Use Immokalee altimeter setting, when not received: use Okeechobee County altimeter setting and increase all MDA 20 feet.

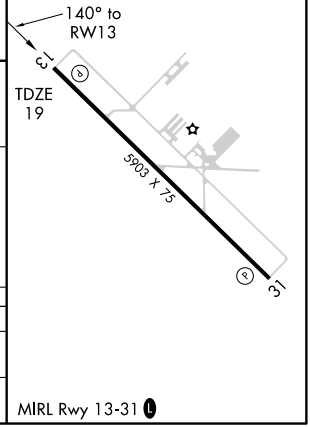
NA

MISSED APPROACH: Climbing left turn to 5000 direct SIGNL and hold, continue climb-in-hold to 5000.

IMMOKALEE AWOS-3	MIAMI CENTER	UNICOM
118.525	132.45 307.1	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	580-1	561 (600-1)	580-1½ 561 (600-1½)	580-1¾ 561 (600-1¾)
CIRCLING	580-1	560 (600-1)	580-1½ 560 (600-1½)	680-2 660 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

CLEWISTON, FLORIDA

AL-10367 (FAA)

APP CRS	Rwy Idg	5903
320°	TDZE	19
	Apt Elev	20

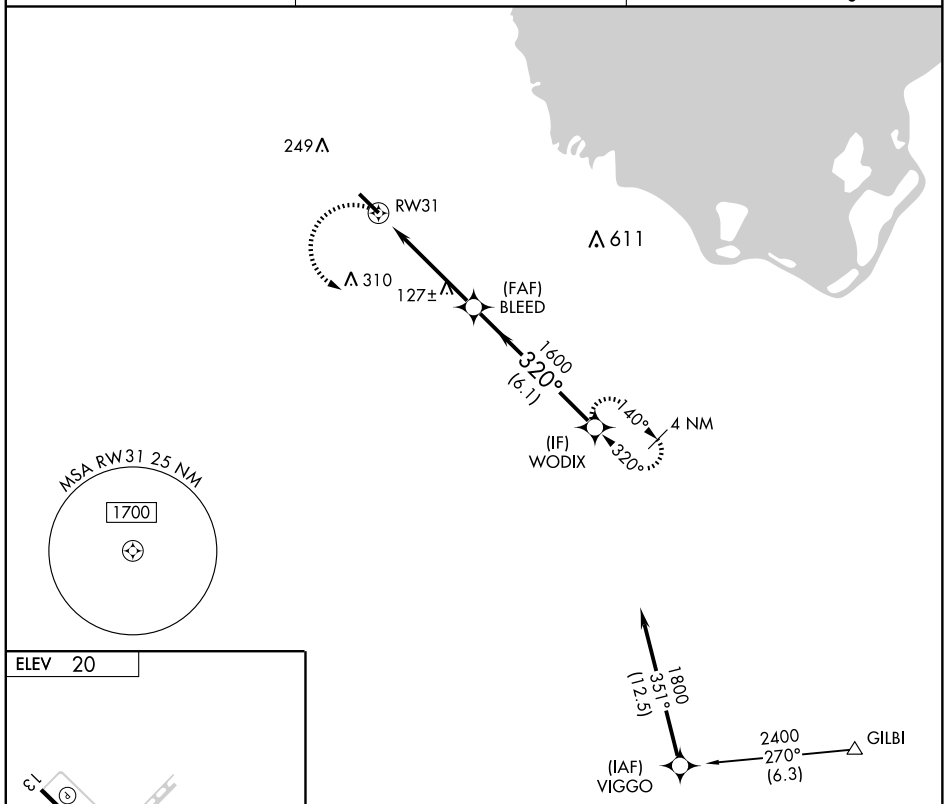
RNAV (GPS) RWY 31

CLEWISTON /AIRGLADES (2IS)

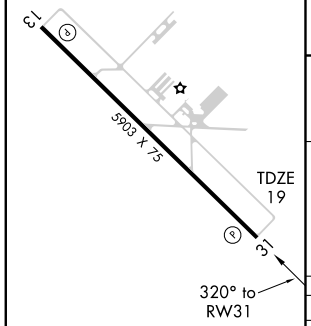
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
NA Use Immokalee altimeter setting, when not received, use Okeechobee County altimeter setting: increase all MDA 20 feet and LNAV visibility Cat. D ¼ mile.

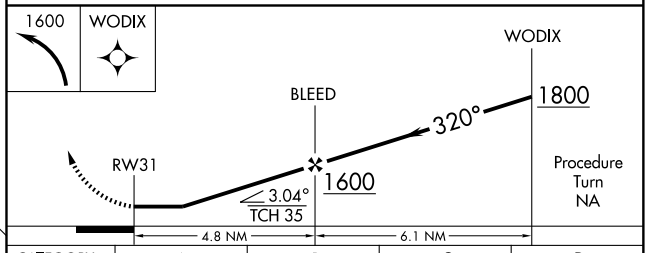
MISSED APPROACH: Climbing left turn to 1600 direct WODIX and hold.

IMMOKALEE AWOS-3	MIAMI CENTER	UNICOM
118.525	132.45 307.1	123.05 (CTAF) L



ELEV 20

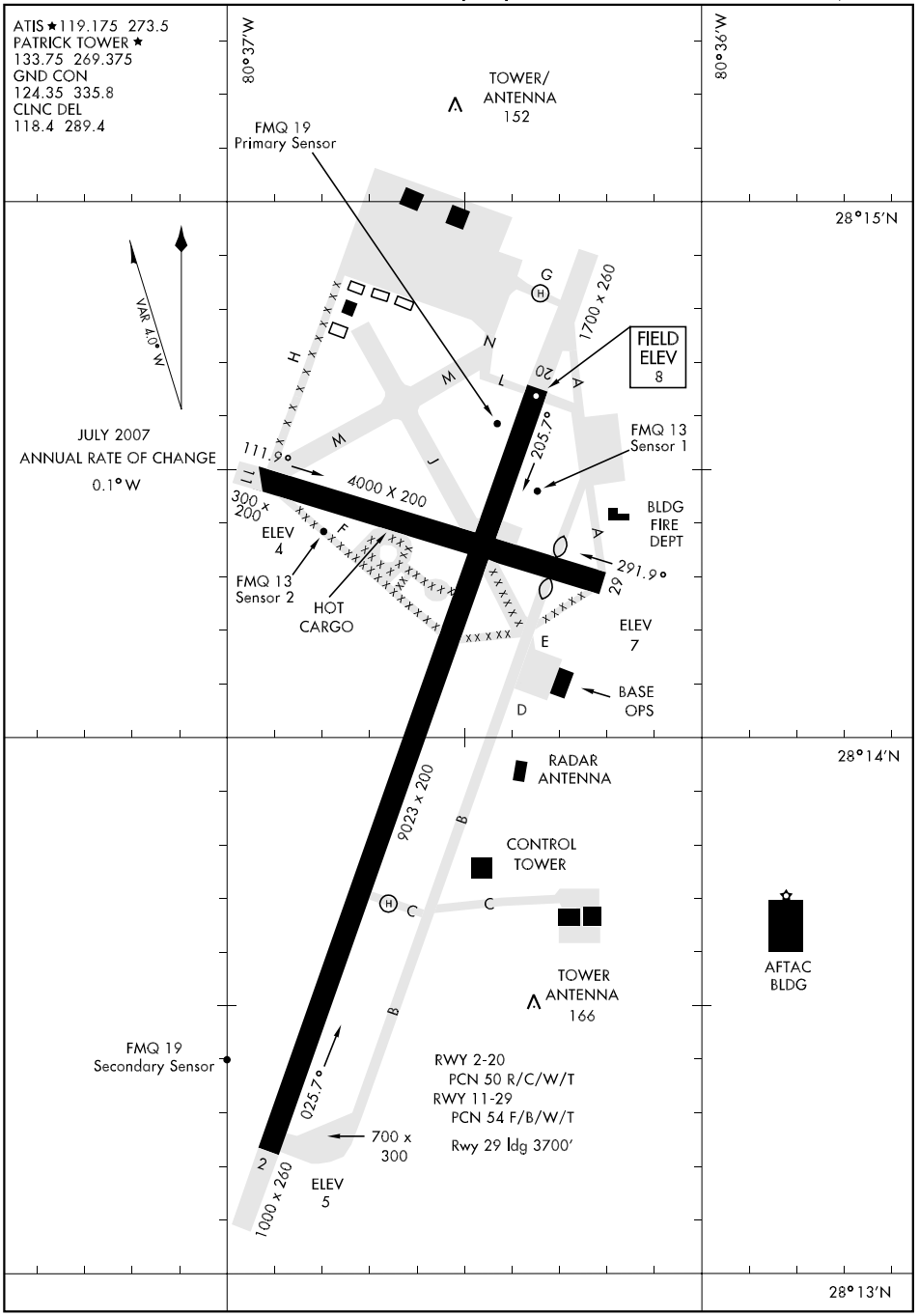




CATEGORY	A	B	C	D
LNAV MDA	440-1 421 (500-1)		440-1¼ 421 (500-1¼)	
CIRCLING	500-1 480 (500-1)		500-1½ 480 (500-1½)	680-2 660 (700-2)

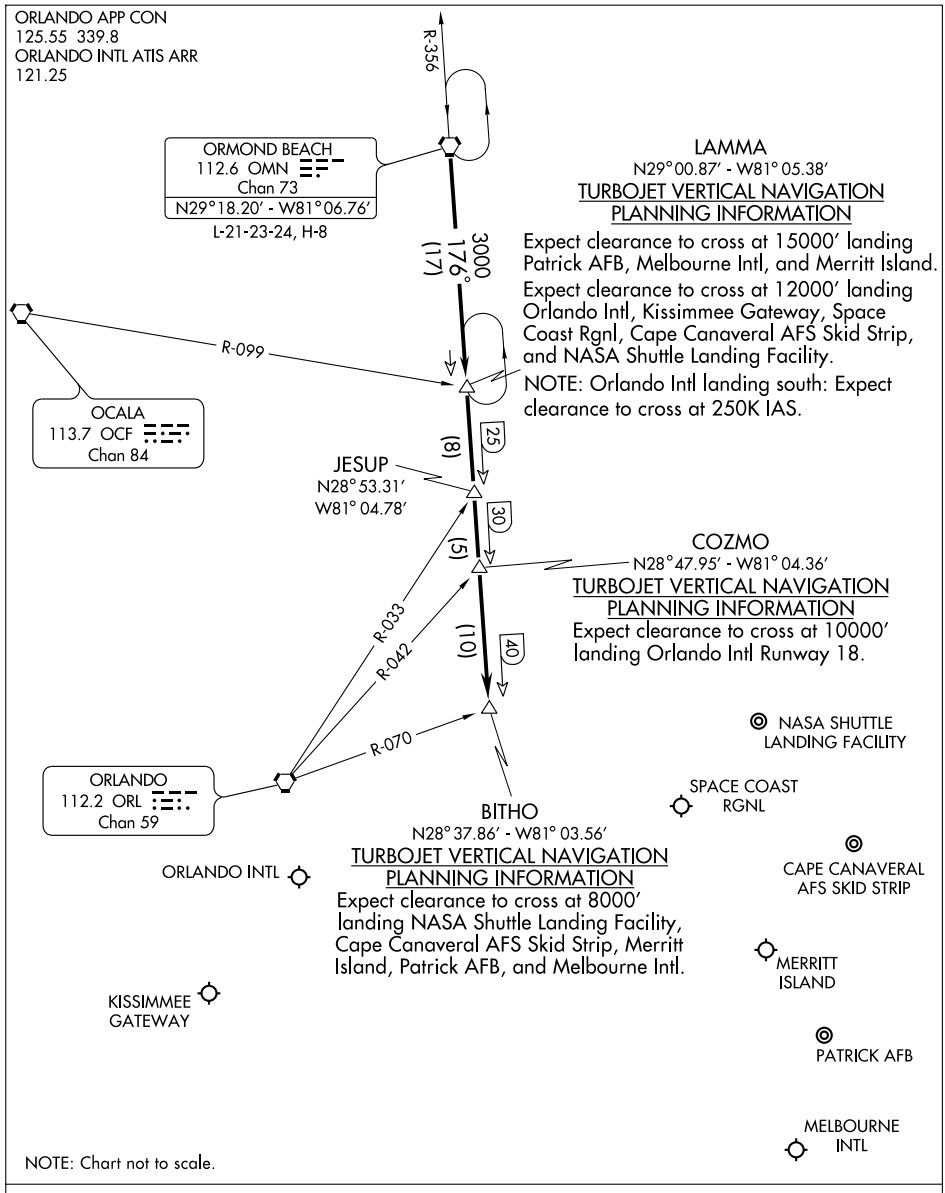
MIRL Rwy 13-31 L

SE-3, 03 JUN 2010 to 01 JUL 2010



SE-3, 03 JUN 2010 to 01 JUL 2010

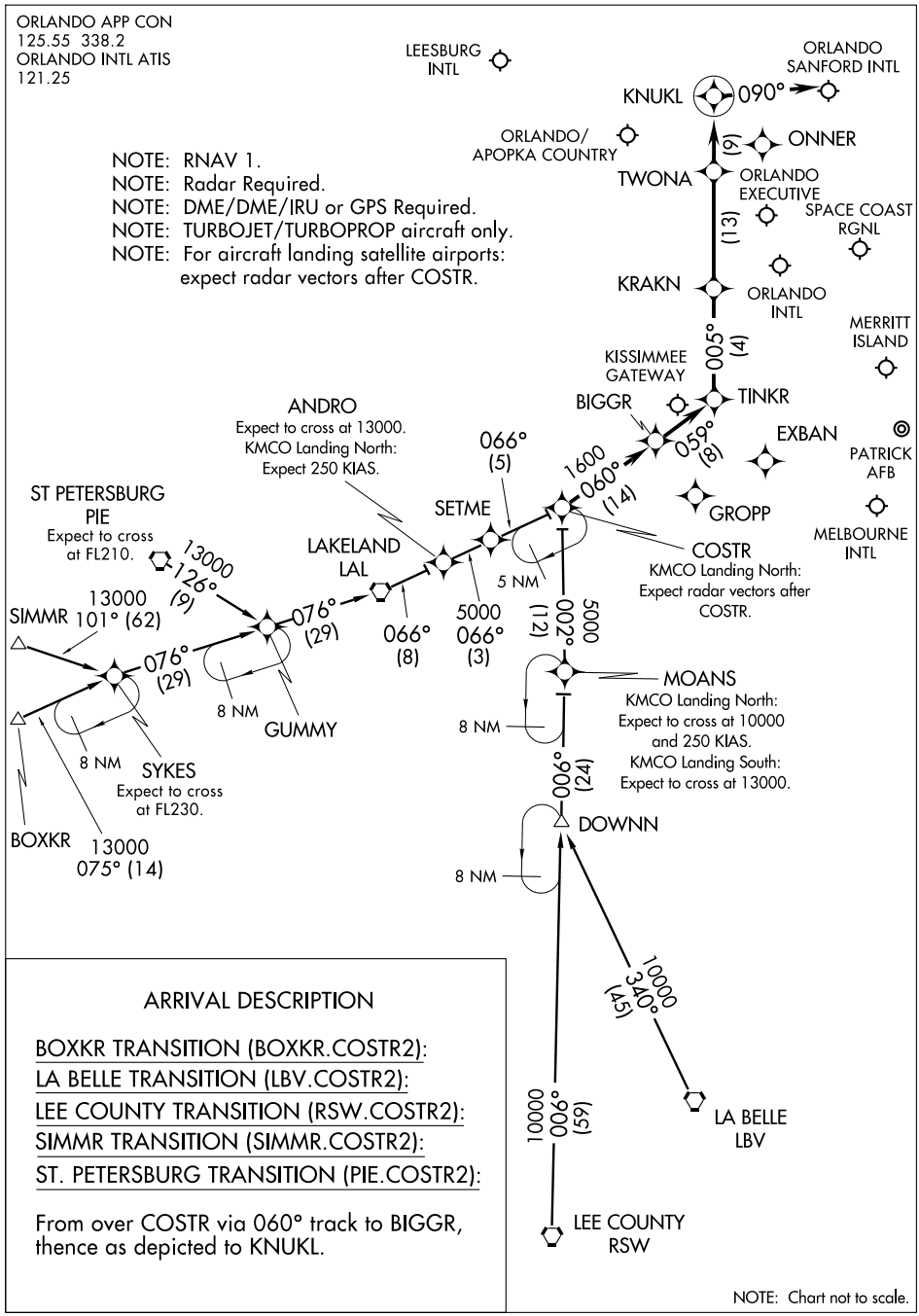
BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

ILS or LOC/DME RWY 2

LOC I-COF 109.1	APCH CRS 024°	Rwy ldg 9023 TDZE 5 Arpt Elev 8

AL-38 [USAF]

PATRICK AFB (KCOF)

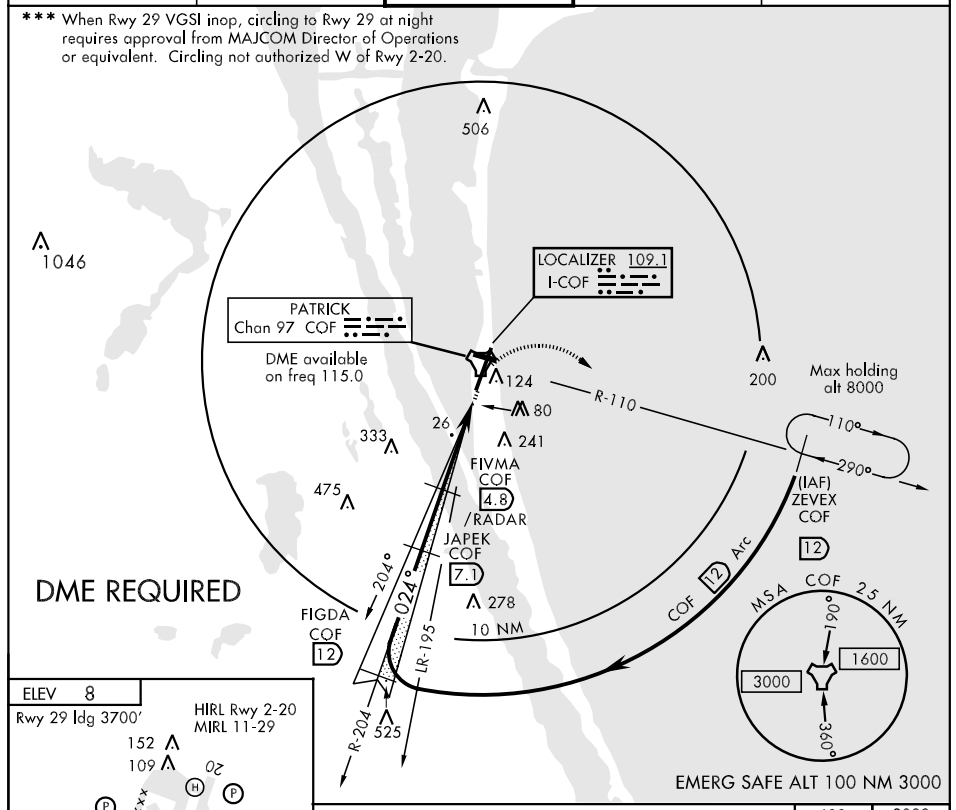
▼ * When ALS inop increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles.

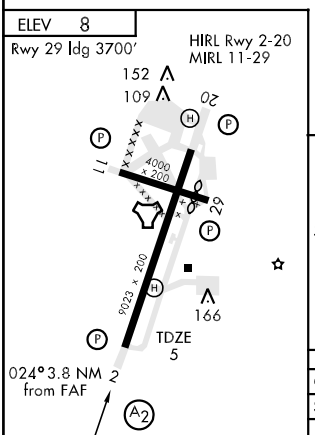
SALS A2

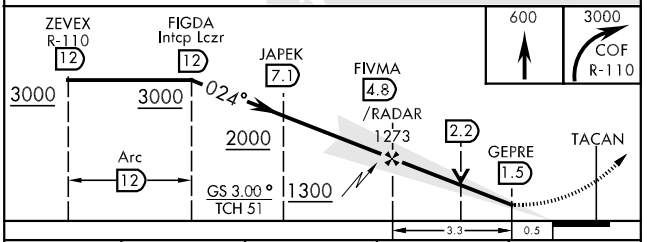
MISSED APPROACH: Climb to 600, then turn right to intercept the COF R-110 direct ZEVEX, maintain 3000 and hold.

ATIS ★	ORLANDO APP CON	PATRICK TOWER ★	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

*** When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.







LOC FAF to MAP 3.3 NM					
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

CATEGORY	A	B	C	D
S-ILS 2 *	313/40 308 (400-¾)			
S-LOC 2 **	440/40 435 (500-¾)		440/50 435 (500-1)	440/60 435 (500-1¼)
CIRCLING ***	500-1 492 (500-1)		500-1½ 492 (500-1½)	560-2 552 (600-2)

ILS or LOC/DME RWY 20

LOC I-PKC	APCH CRS	Rwy ldg	9023
110.9	204°	TDZE	8
		Arpt Elev	8

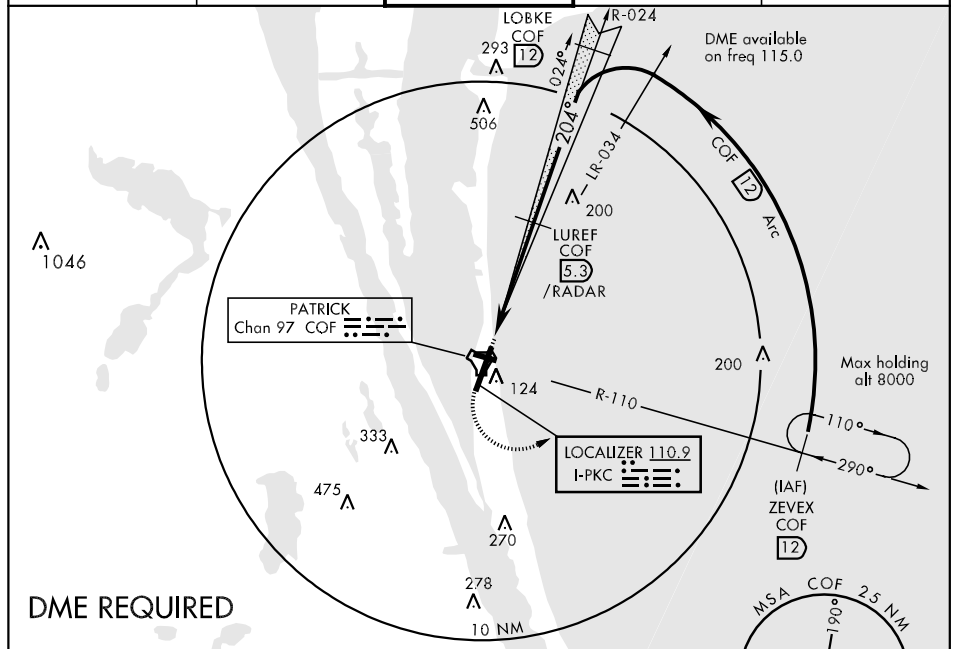
AL-38 [USAF]

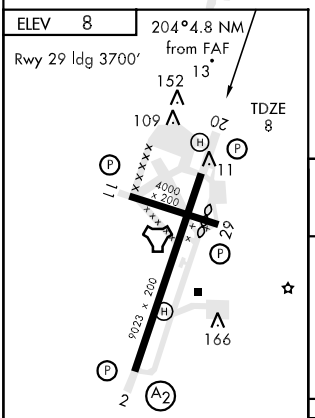
PATRICK AFB (KCOF)

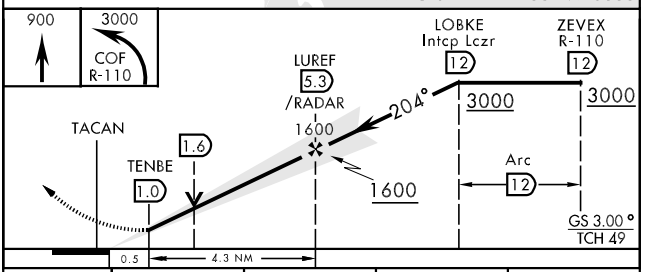
▼ * When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.

MISSED APPROACH: Climb to 900, then turn left, intercept the COF R-110 outbound direct ZEVEX, maintain 3000 and hold.

ATIS ★	ORLANDO APP CON	PATRICK TOWER ★	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4







HIRL Rwy 2-20
MIRL 11-29

LOC FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A		B	C		D
S-ILS 20	239/40	231	(300-¾)	239/50	231	(300-1)
S-LOC 20	420/50	412	(500-1)	420/60	412	(500-1¼)
CIRCLING *	500-1	492	(500-1)	500-1½ 492 (500-1½)		560-2 552 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

ATIS ★119.175 273.5
CLNC DEL
118.4 289.4
GND CON
124.35 335.8
PATRICK TOWER ★
133.75 269.375
ORLANDO DEP CON
132.65 281.425

ORMOND BEACH
112.6 OMN
Chan 73
L-21-23-24, H-5

RADAR AND DME REQUIRED

ORLANDO
112.2 ORL
Chan 59
L-21-23-24, H-5

PATRICK
Chan 97 COF
L-24
(DME available on 115.0)

86
090°
∧ 200
CAUTION:
UNCONTROLLED
AIRSPACE
3
090°

∧ 220

MELBOURNE
110.0 MLB
Chan 37
L-23-24

LAKELAND
116.0 LAL
Chan 107
L-21-24, H-5

PAHOKEE
115.4 PHK
Chan 101
L-23, H-5

VERO BEACH
117.3 VRB
Chan 120
L-24, H-5

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

Expect RADAR vectors to filed/assigned route.
Expect clearance to filed altitude/flight level 10 minutes after departure.

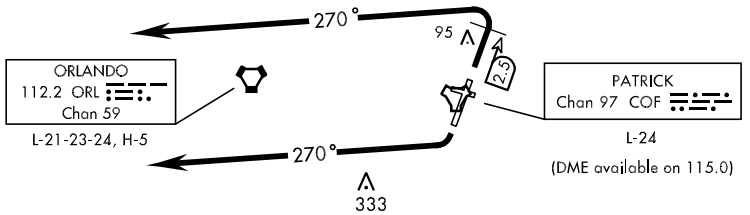
TAKE-OFF RWY 2: Cross DER at or above 10′ AGL/18′ MSL, track runway heading climb and maintain 2000. After departure end of runway, turn right heading 090°.

TAKE-OFF RWY 20: Cross DER at or above 20′ AGL/25′ MSL, track runway heading climb and maintain 2000. At COF TACAN 3 DME turn left heading 090°.
Note: All aircraft shall not commence turn prior to 3 DME due to noise abatement.
Aircraft should avoid Melbourne International Class D airspace.

ATIS ★119.175 273.5
CLNC DEL
118.4 289.4
GND CON
124.35 335.8
PATRICK TOWER ★
133.75 269.375
ORLANDO DEP CON
132.65 281.425

ORMOND BEACH
112.6 OMN
Chan 73
L-21-23-24, H-5

RADAR AND DME REQUIRED



ORLANDO
112.2 ORL
Chan 59
L-21-23-24, H-5

PATRICK
Chan 97 COF
L-24
(DME available on 115.0)

MELBOURNE
110.0 MLB
Chan 37
L-23-24

LAKELAND
116.0 LAL
Chan 107
L-21-24, H-5

PAHOKEE
115.4 PHK
Chan 101
L-23, H-5

VERO BEACH
117.3 VRB
Chan 120
L-24, H-5

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

Expect RADAR vectors to filed/assigned route.
Expect clearance to filed altitude/flight level 10 minutes after departure.

TAKE-OFF RWY 2: Cross DER at or above 10′ AGL/18′ MSL, track runway heading climb and maintain 2000. At COF TACAN 2.5 DME turn left heading 270°.
Note: All aircraft shall not commence turn prior to 2.5 DME due to noise abatement.

TAKE-OFF RWY 20: Cross DER at or above 20′ AGL/25′ MSL, track runway heading climb and maintain 2000. After departure end of runway turn right heading 270°.

TACAN RWY 2

TACAN COF Chan 97	APCH CRS 017°	Rwy ldg 9023 TDZE 5 Arpt Elev 8

AL-38 [USAF]

PATRICK AFB (KCOF)

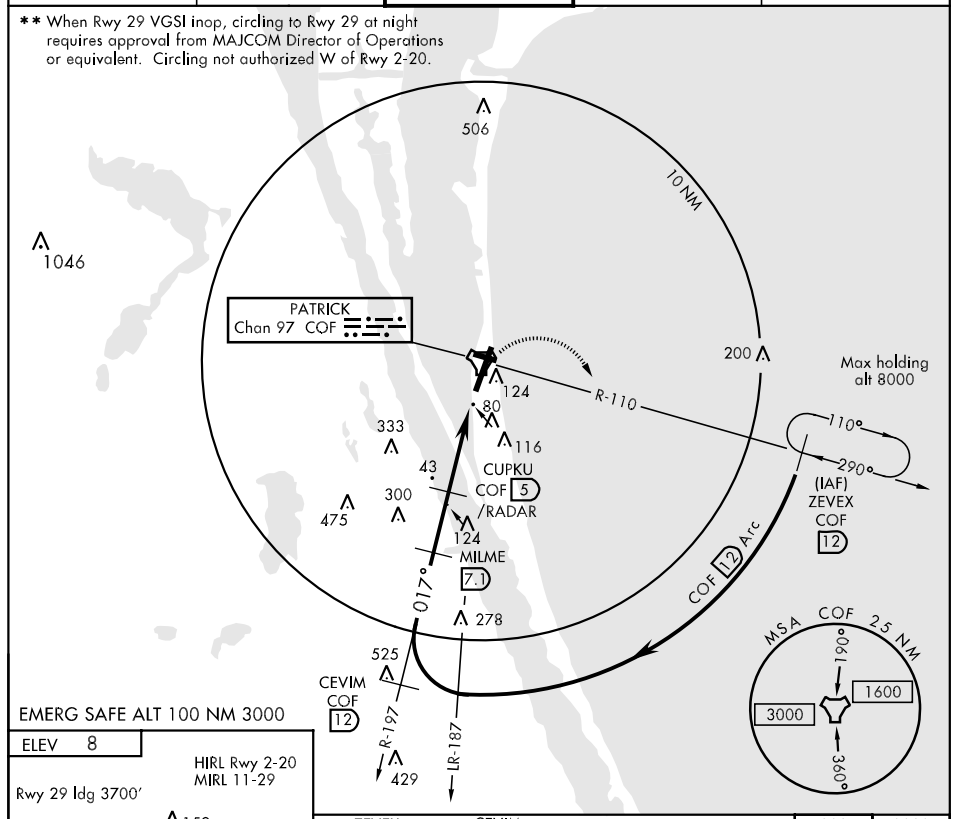
T * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

SALS (A2)

MISSED APPROACH: Climb to 800, then climbing right turn to 3000, intercept the COF R-110 outbound to ZEVEX and hold, continue climb in hold to 3000.

ATIS *	ORLANDO APP CON	PATRICK TOWER *	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

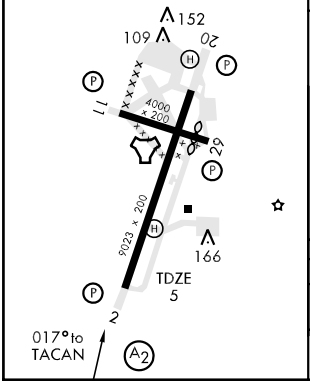
** When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.

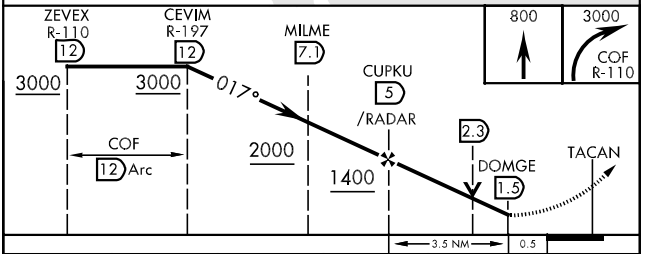


ELEV 8

HIRL Rwy 2-20
MIRL 11-29

Rwy 29 ldg 3700'





CATEGORY	A	B	C	D	E
S-2 *	460/40	455 (500-¾)	460/50 455 (500-1)	460/60	455 (500-1¼)
CIRCLING **	500-1	492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)	600-2 592 (600-2)

TACAN RWY 20

TACAN COF Chan 97	APCH CRS 214°	Rwy ldg 9023 TDZE 8 Arpt Elev 8

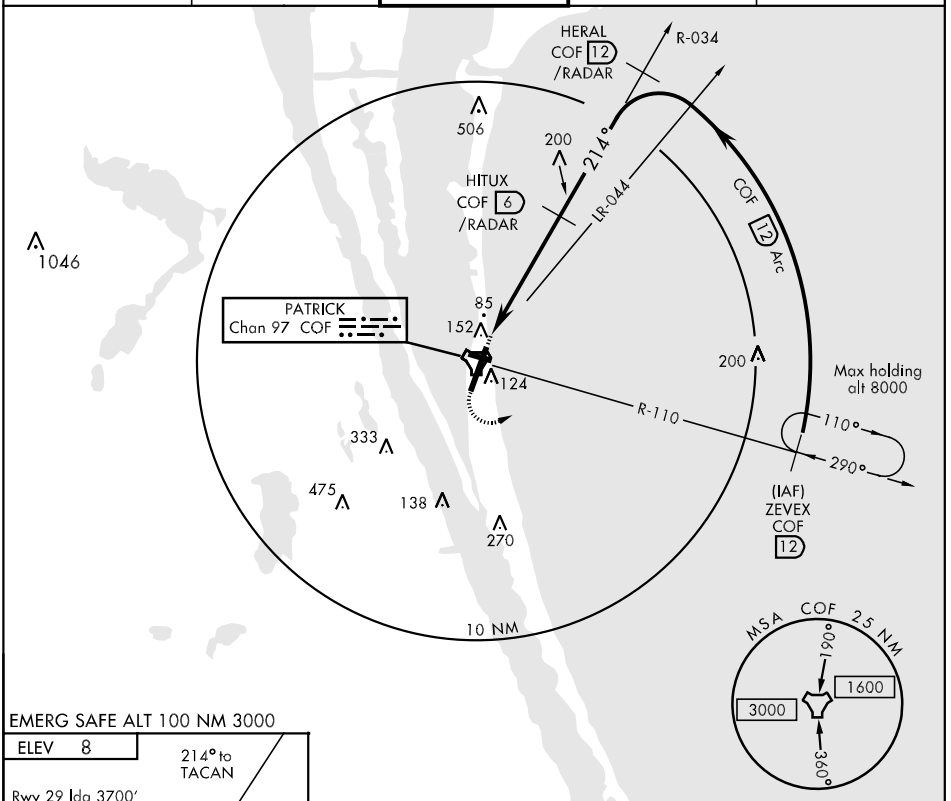
AL-38 [USAF]

PATRICK AFB (KCOF)

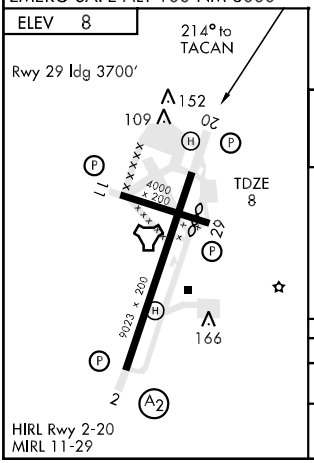
▼ * When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.

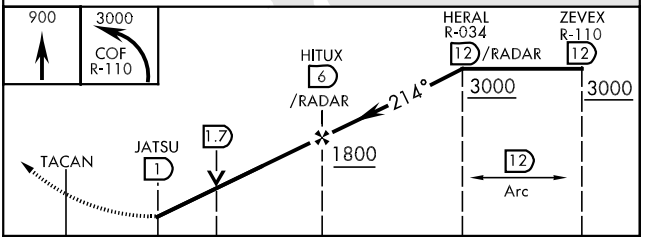
MISSED APPROACH: Climb to 900, then climbing left turn to 3000, intercept the COF R-110 outbound to ZEVEX and hold, continue climb in hold to 3000.

ATIS *	ORLANDO APP CON	PATRICK TOWER *	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4



EMERG SAFE ALT 100 NM 3000





CATEGORY	A	B	C	D	E
S-20	440/50	432 (500-1)	440/60 432 (500-1¼)	440-1½	432 (500-1½)
CIRCLING *	500-1	492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)	600-2 592 (600-2)

VOR/DME RWY 2

PATRICK AFB (KCOF)

AL 38 [USAF]

VOR/DME MLB 110.0 Chan 37	APCH CRS 010°	Rwy ldg 9023 TDZE 5 Arpt Elev 8

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles.

SALS (A2)

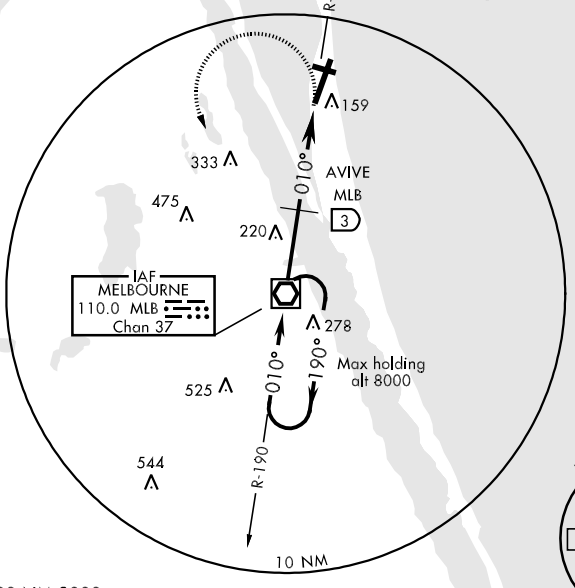
MISSED APPROACH: Climb to 600, then turn left to intercept MLB VOR/DME R-010 then direct MLB, maintain 2600 and hold.

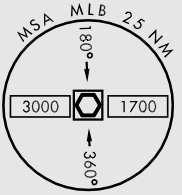
ATIS *	ORLANDO APP CON	PATRICK TOWER *	GND CON	CLNC DEL
119.175 273.5	132.65 281.425	133.75 269.375	124.35 335.8	118.4 289.4

** When Rwy 29 VGSI inop, circling to Rwy 29 at night requires approval from MAJCOM Director of Operations or equivalent. Circling not authorized W of Rwy 2-20.

1046

RADAR or DME REQUIRED



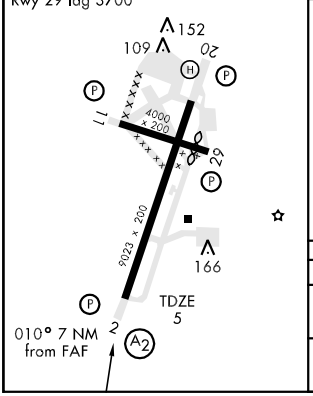


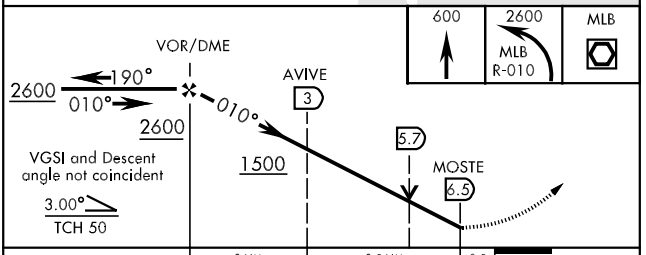
EMERG SAFE ALT 100 NM 3000

ELEV 8

HIRL Rwy 2-20
MIRL 11-29

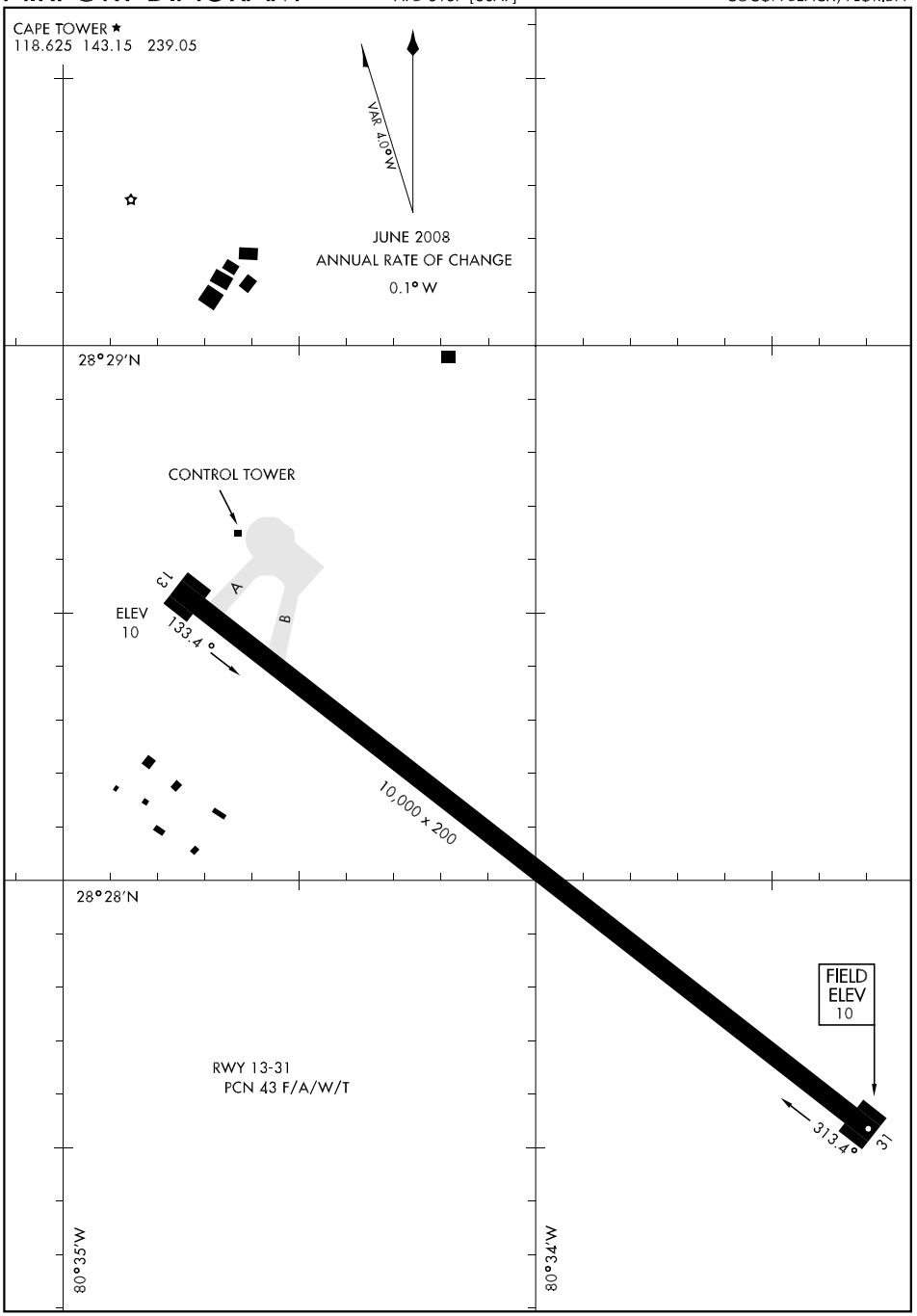
Rwy 29 ldg 3700'





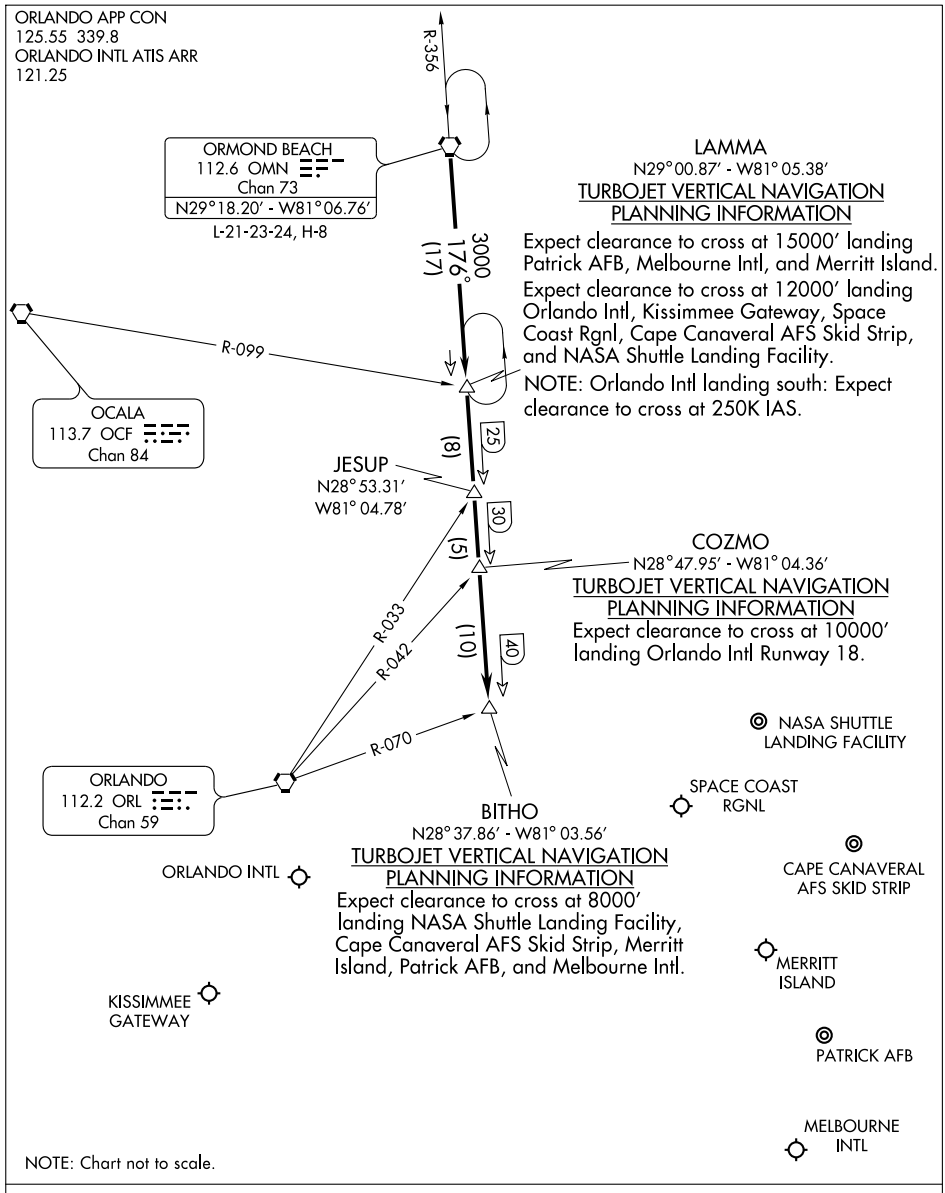
CATEGORY	A	B	C	D
S-02 *	480/40 475 (500-¾)		480/50 475 (500-1)	480/60 475 (500-1¼)
CIRCLING **	500-1 492 (500-1)		500-1½ 492 (500-1½)	560- 2 552 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010



SE-3, 03 JUN 2010 to 01 JUL 2010

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

COCOA BEACH, FLORIDA

RNAV (GPS) RWY 13

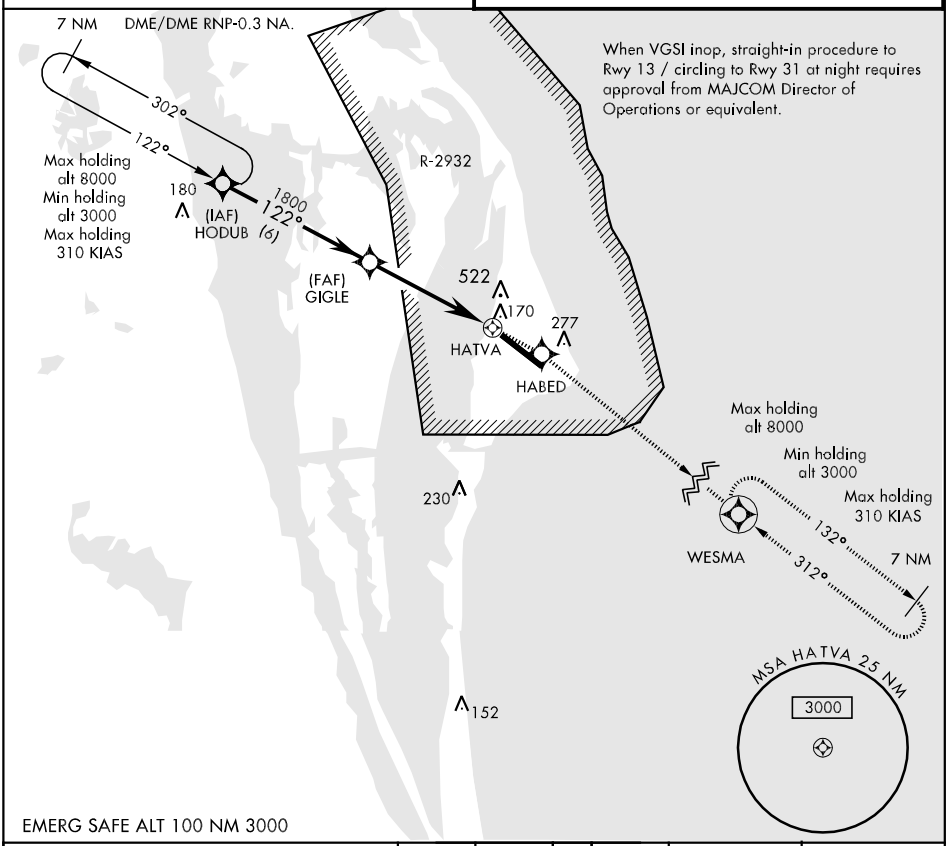
APCH CRS	Rwy ldg	10,000
122°	TDZE	10
	Arpt Elev	10

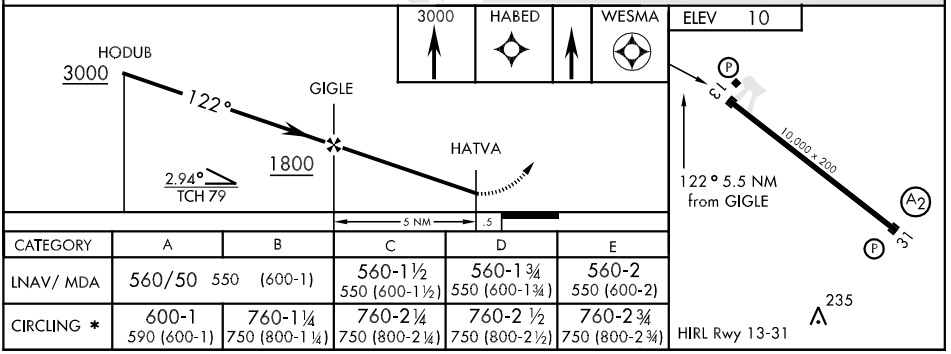
AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP (KXMR)

▼ * Circling not authorized NE of Rwy 13-31.

MISSED APPROACH: Climb to 3000 direct HABED, then direct to WESMA and hold.

ORLANDO APP CON	CAPE TOWER ★
134.95 281.425	118.625 143.15 239.05





CATEGORY	A	B	C	D	E
LNAV/ MDA	560/50	550 (600-1)	560-1½ 550 (600-1½)	560-1¾ 550 (600-1¾)	560-2 550 (600-2)
CIRCLING *	600-1 590 (600-1)	760-1¼ 750 (800-1¼)	760-2¼ 750 (800-2¼)	760-2½ 750 (800-2½)	760-2¾ 750 (800-2¾)

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 31

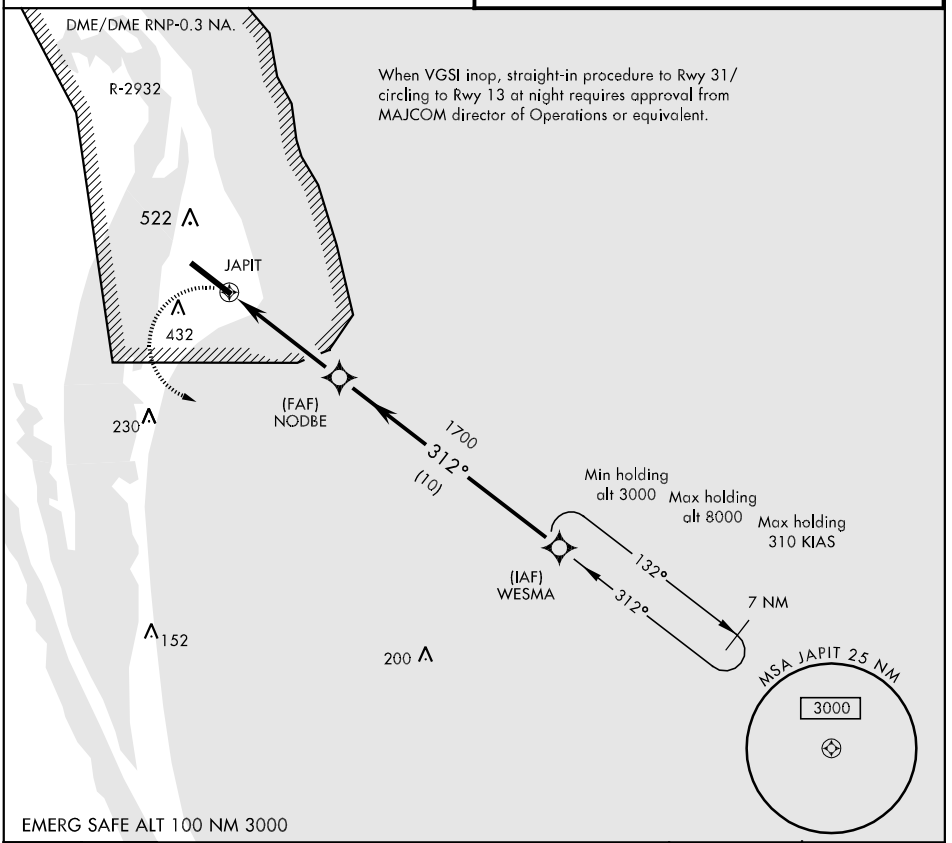
APCH CRS	Rwy ldg	10,000
312°	TDZE	10
	Arpt Elev	10

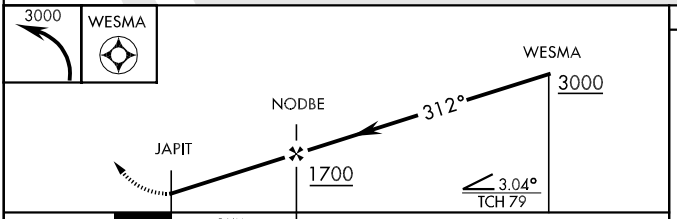
AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP (KXMR)

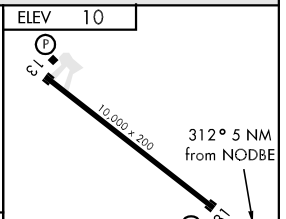
* When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.
** Circling not authorized NE of Rwy 13-31.

MISSED APPROACH: Turn left, climb to 3000 direct WESMA and hold.

ORLANDO APP CON	CAPE TOWER ★
134.95 281.425	118.625 143.15 239.05







CATEGORY	A	B	C	D	E
LNAV/MDA *	540/50	530 (600-1)	540/60 530 (600-1¼)	540 -1½ 530 (600-1½)	
CIRCLING **	600-1 590 (600-1)	760-1¼ 750 (800-1¼)	760-2¼ 750 (800-2¼)	760-2½ 750 (800-2½)	760-2¾ 750 (800-2¾)

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN-A

TACAN COF Chan 97	APCH CRS 014°	Rwy ldg 10,000 TDZE N/A Arpt Elev 10

AL-5157 [USAF] CAPE CANAVERAL AFS SKID STRIP (KXMR)

T * Circling not authorized N of Rwy 13-31.

MISSED APPROACH: Turn right direct ZEVEX (COF R-110/12 DME) maintain 3000 and hold.

ORLANDO APP CON	CAPE TOWER ★
134.95 281.425	118.625 143.15 239.05

RADAR REQUIRED

When VGSI inop, circling procedure to RWY 13/31 at night requires approval from MAJCOM Director of Operations (or equivalent).

R-2932

R-014

522

235

FIREK COF 10.5

230

014°

(IAF) FAVOS COF 4.5

10 NM

152

200

R-110

Max holding 310 KIAS

Max holding alt 8000

110°

290°

ZEVEX COF 12

PATRICK Chan 97 COF

MSA COF 25 NM

190°

3000

1600

360°

EMERG SAFE ALT 100 NM 3000

3000

ZEVEX R-110 12

ELEV 10

FAVOS R-014 4.5

3000

014°

FIREK 10.5

FODIM 13.5

1500

3 NM

13

10,000 x 200

A2

31

014° from FAF

HIRL Rwy 13-31

CATEGORY	A	B	C	D
CIRCLING *	600-1 590	(600-1)	600-1½ 590 (600-1½)	600-2 590 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

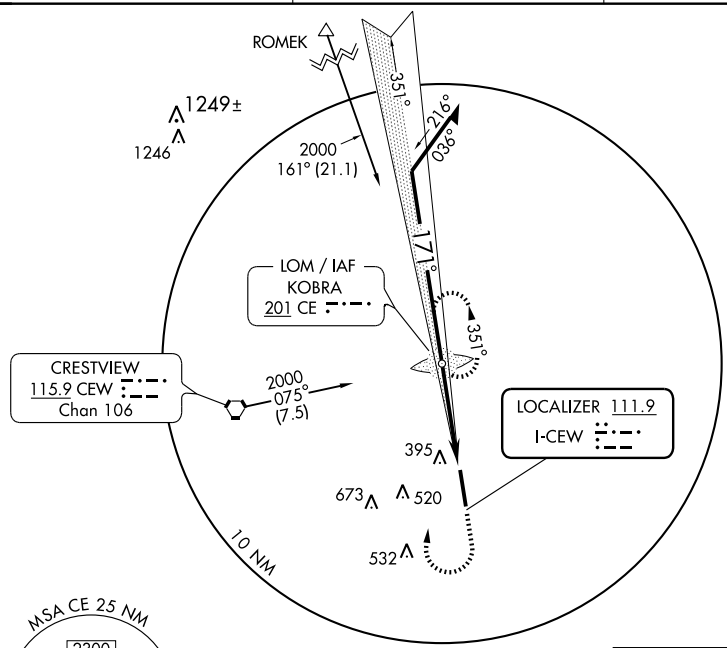
LOC I-CEW	APP CRS	Rwy Idg	8005
111.9	171°	TDZE	213
		Apt Elev	213

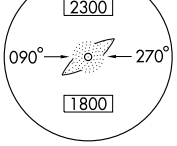
ILS or LOC RWY 17
CRESTVIEW/BOB SIKES (CEW)

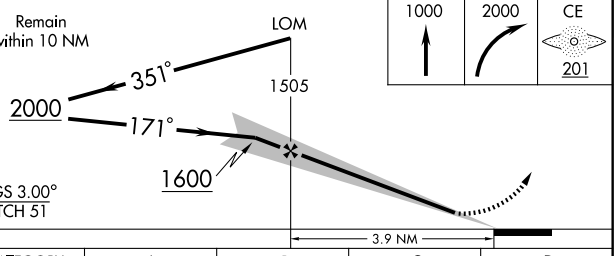
If local altimeter setting not received, use Eglin AFB altimeter setting and increase all DA's and MDA's 60 feet. Autopilot coupled approach not authorized. ADF REQUIRED.

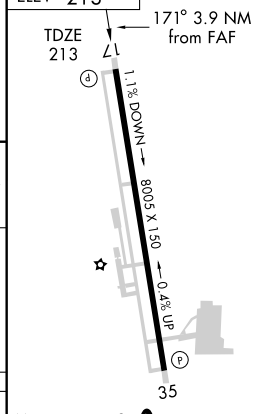
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct CE LOM and hold.

ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L









CATEGORY	A	B	C	D
S-ILS 17	413-¾ 200 (200-¾)			
S-LOC 17	640-1 427 (500-1)		640-1¼ 427 (500-1¼)	
CIRCLING	700-1 487 (500-1)		700-1½ 487 (500-1½)	820-2 607 (700-2)

MIRL Rwy 17-35 L

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8005
CH 56206	171°	TDZE	213
W17A		Apt Elev	213

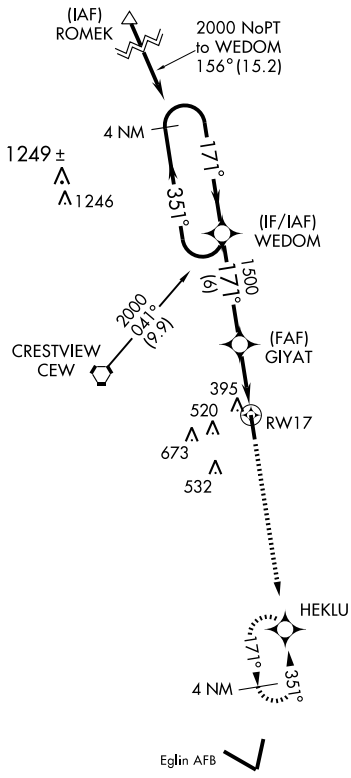
RNAV (GPS) RWY 17

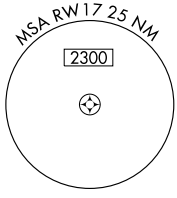
CRESTVIEW/BOB SIKES (CEW)

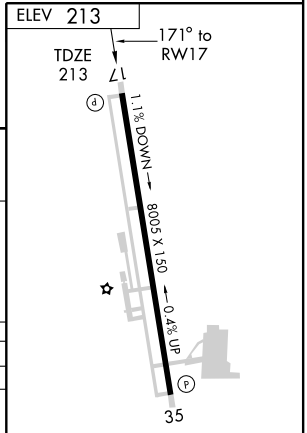
Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Eglin AFB altimeter setting and increase all DA's and MDA's 60 feet. Baro-VNAV and VDP NA with Eglin AFB altimeter setting. DME/DME RNP- 0.3 NA.

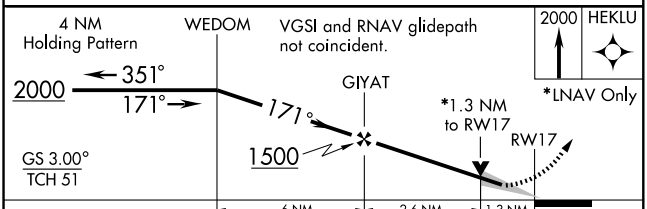
MISSED APPROACH: Climb to 2000 direct HEKLU and hold.

ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L









CATEGORY	A	B	C	D
LPV DA	470-1 257 (300-1)			
LNAV/ VNAV DA	640-1½ 427 (500-1½)			
LNAV MDA	660-1 447 (500-1)		660-1¼ 447 (500-1¼)	660-1½ 447 (500-1½)
CIRCLING	700-1½ 487 (500-1½)			820-2 607 (700-2)

MIRL Rwy 17-35 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8005
CH 40208	351°	TDZE	163
W35A		Apt Elev	214

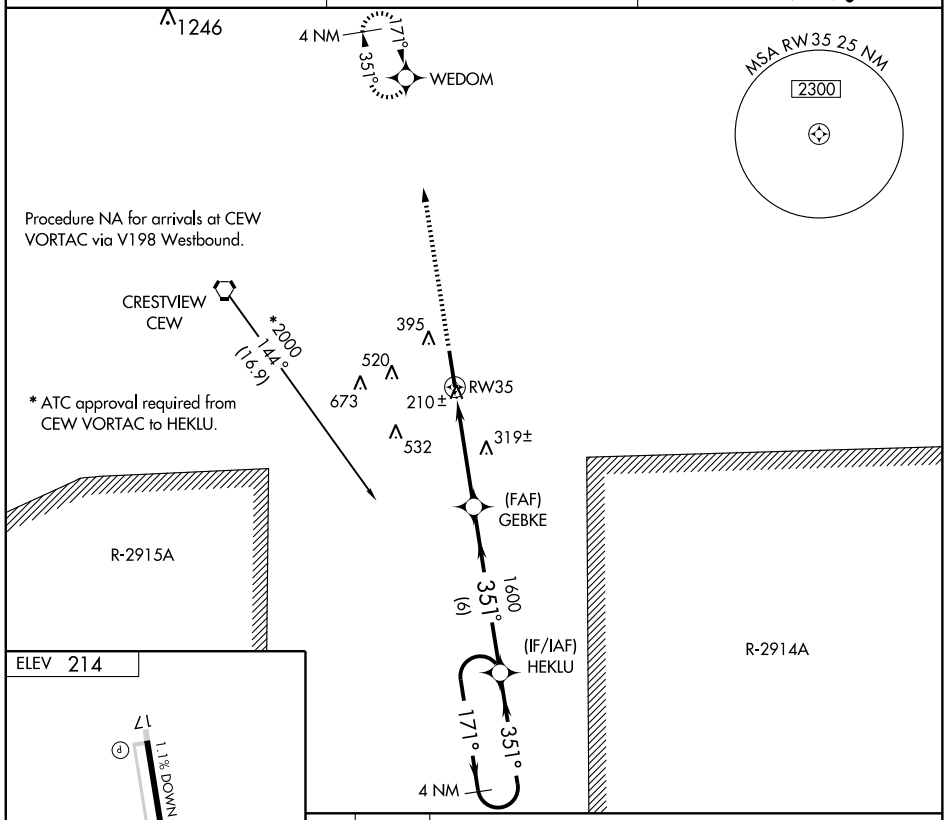
RNAV (GPS) RWY 35

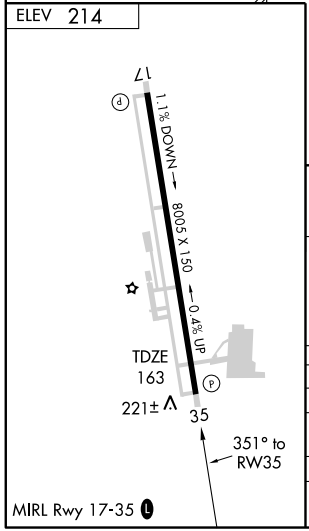
CRESTVIEW/BOB SIKES (CEW)

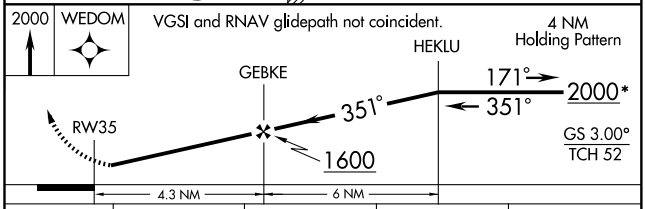
When local altimeter setting not received, use Eglin AFB altimeter setting and increase all DA/MDAs 60 feet, LPV all Cats and LNAV Cat D visibility ¼ mile. Baro-VNAV NA when using Eglin AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct WEDOM and hold.

ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	450-1 287 (300-1)			
LNAV/VNAV DA	491-1¼ 328 (300-1¼)			
LNAV MDA	580-1 417 (400-1)		580-1¼ 417 (400-1¼)	
CIRCLING	700-1 486 (500-1)		700-1½ 486 (500-1½)	820-2 606 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC CEW	APP CRS	Rwy Idg	N/A
115.9	106°	TDZE	N/A
Chan 106		Apt Elev	213

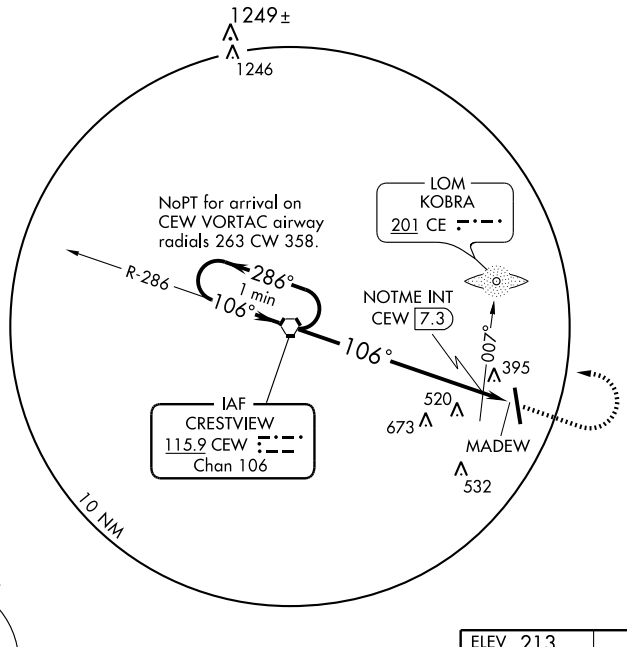
VOR-A

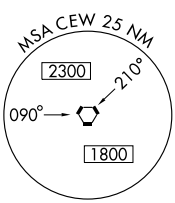
CRESTVIEW/BOB SIKES (CEW)

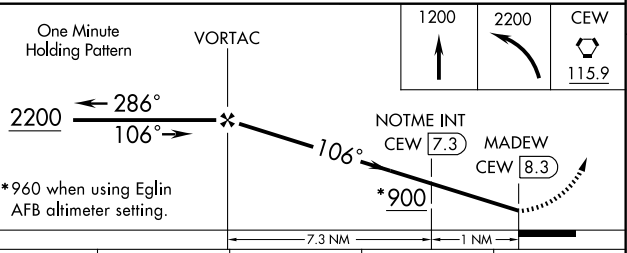
▼ If local altimeter setting not received, use Eglin AFB altimeter setting and increase all MDAs 60 feet.

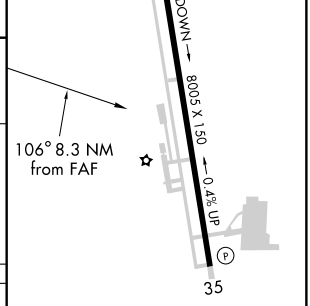
MISSED APPROACH: Climb to 1200 then climbing left turn to 2200 direct CEW VORTAC and hold.

ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.95 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	900-1 687 (700-1)		900-2 687 (700-2)	900-2¼ 687 (700-2¼)
NOTME FIX MINIMUMS				
CIRCLING	700-1 487 (500-1)		700-1½ 487 (500-1½)	820-2 607 (700-2)

MIRL Rwy 17-35 L

FAF to MAP 8.3 NM

Knots	60	90	120	150	180
Min:Sec	8:18	5:32	4:09	3:19	2:46

SE-3. 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 31
CROSS CITY (CTY)

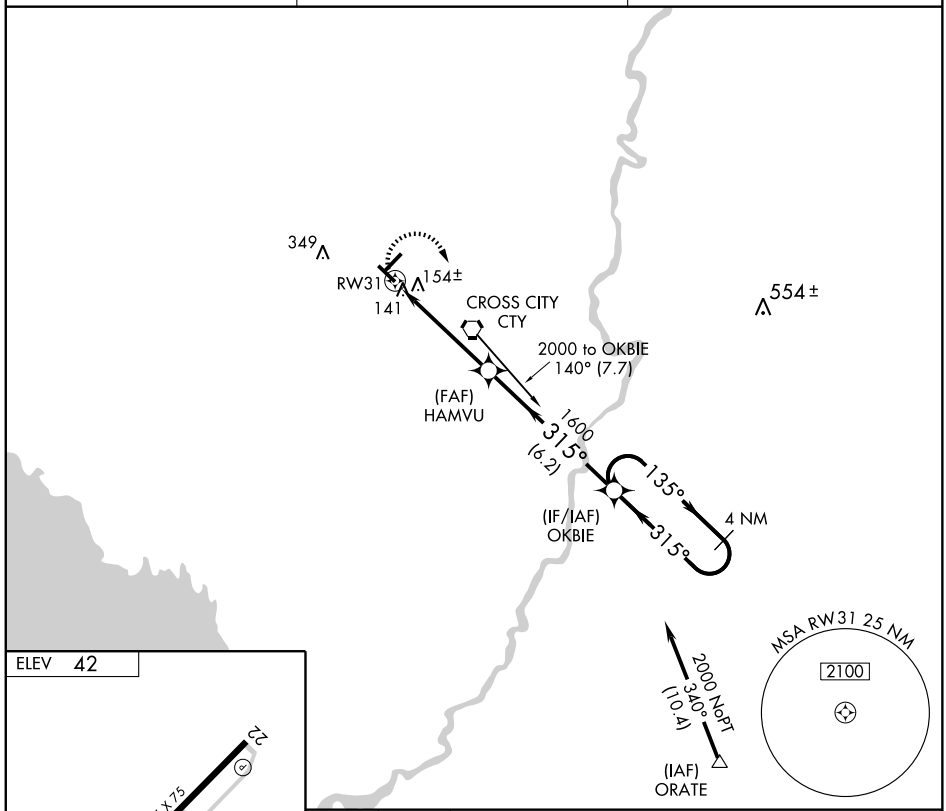
APP CRS	Rwy Idg	5001
315°	TDZE	42
	Apt Elev	42

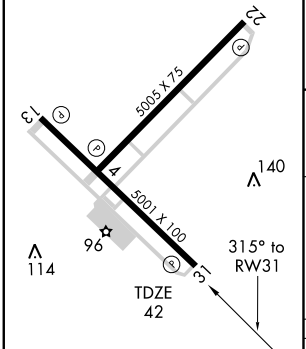
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Williston altimeter setting, when not received, use Gainesville altimeter setting and increase all MDA 40 feet, increase Circling Cat C visibility ¼.

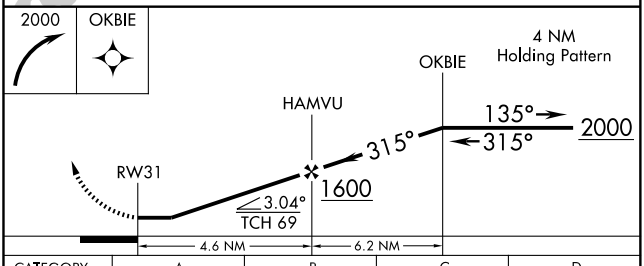
NA

MISSED APPROACH: Climbing right turn to 2000 direct OKBIE and hold.

WILLISTON AWOS-3	JACKSONVILLE CENTER	UNICOM
118.425	127.8 352.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	540-1 498 (500-1)		540-1¼ 498 (500-1¼)	540-1½ 498 (500-1½)
CIRCLING	560-1 518 (600-1)		620-1½ 578 (600-1½)	740-2¼ 698 (700-2¼)

MIRL Rwys 4-22 and 13-31 L
REIL Rwys 13 and 31 L

SE-3, 03 JUN 2010 to 01 JUL 2010

10070

VOR RWY 31

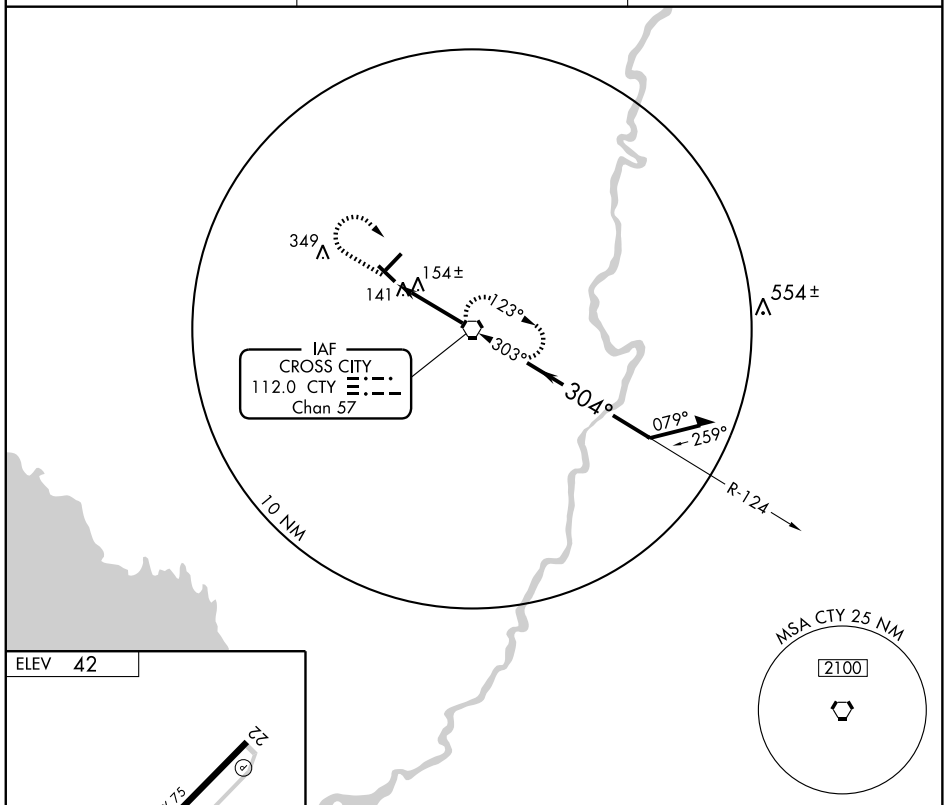
CROSS CITY (CTY)

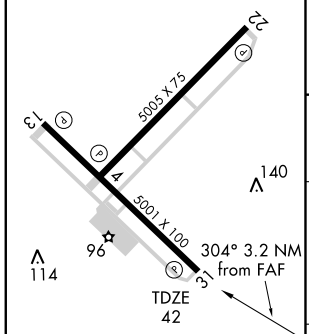
VORTAC CTY	APP CRS	Rwy Idg	5001
112.0	304°	TDZE	42
Chan 57		Apt Elev	42

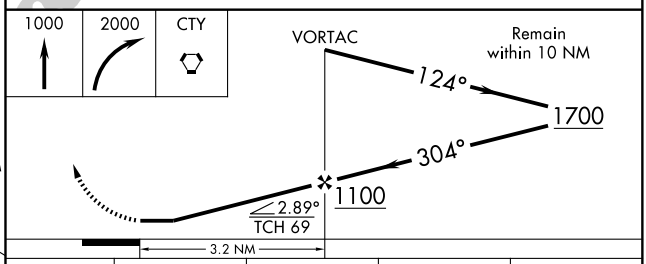
Visibility reduction by helicopters NA.
Use Williston altimeter setting, when not received use Gainesville altimeter setting and increase all MDAs 40 feet, increase Circling Cat C visibility ¼.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct CTY VORTAC and hold.

WILLISTON AWOS-3	JACKSONVILLE CENTER	UNICOM
118.425	127.8 352.0	122.8 (CTAF) L







MIRL Rwys 4-22 and 13-31 L
REIL Rwys 13 and 31 L

FAF to MAP 3.2 NM

Knots	60	90	120	150	180
Min:Sec	3:12	2:08	1:36	1:17	1:04

CATEGORY	A	B	C	D
S-31	540-1	498 (500-1)	540-1¼ 498 (500-1¼)	540-1½ 498 (500-1½)
CIRCLING	560-1	518 (600-1)	620-1½ 578 (600-1½)	740-2¼ 698 (700-2¼)

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC OCF 113.7 Chan 84	APP CRS 225°	Rwy Idg N/A TDZE N/A Apt Elev 9

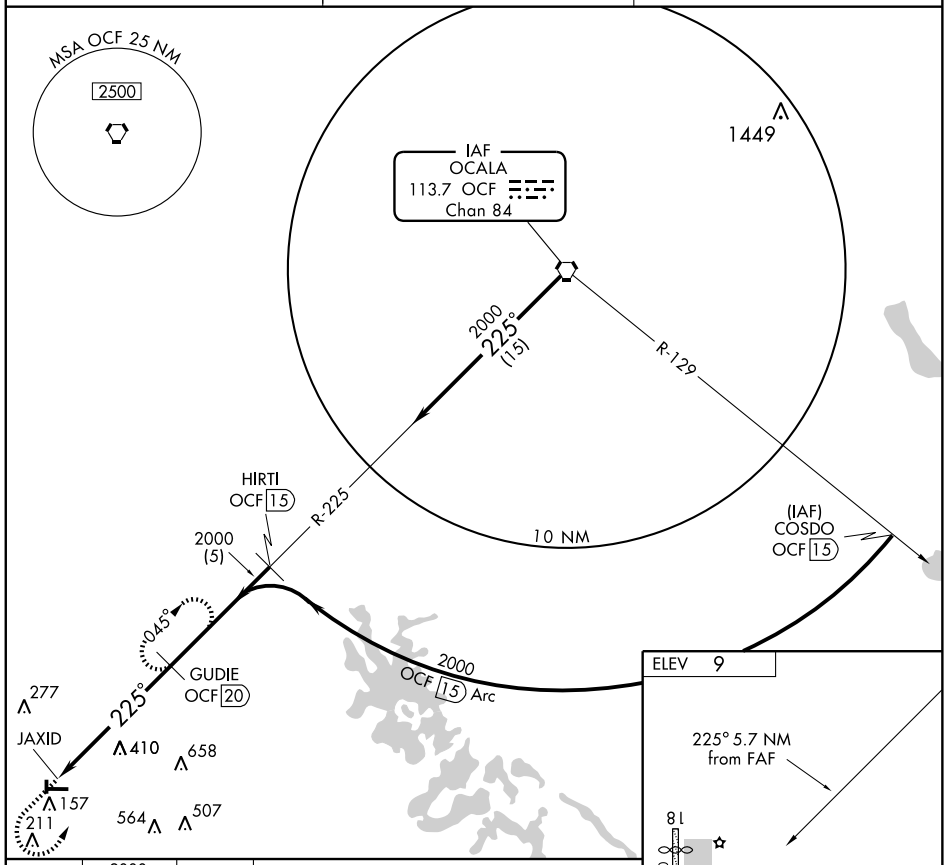
VOR/DME or GPS-A
CRYSTAL RIVER (CGC)

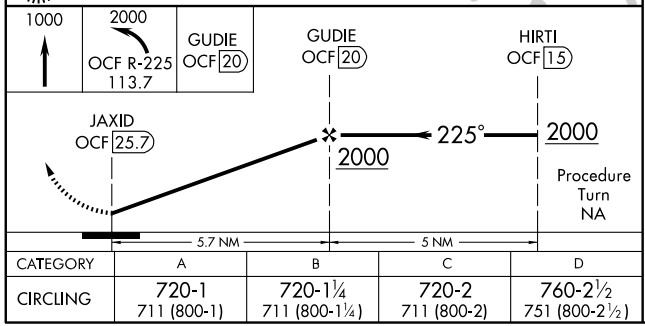
If local altimeter setting not received, use Ocala altimeter setting and increase all MDAs 80 feet.

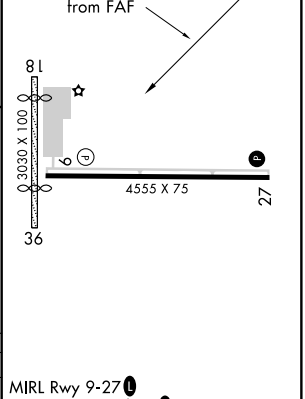
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via the OCF R-225 to GUDIE 20 DME and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.325	118.6 251.15	122.725 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	720-1 711 (800-1)	720-1¼ 711 (800-1¼)	720-2 711 (800-2)	760-2½ 751 (800-2½)

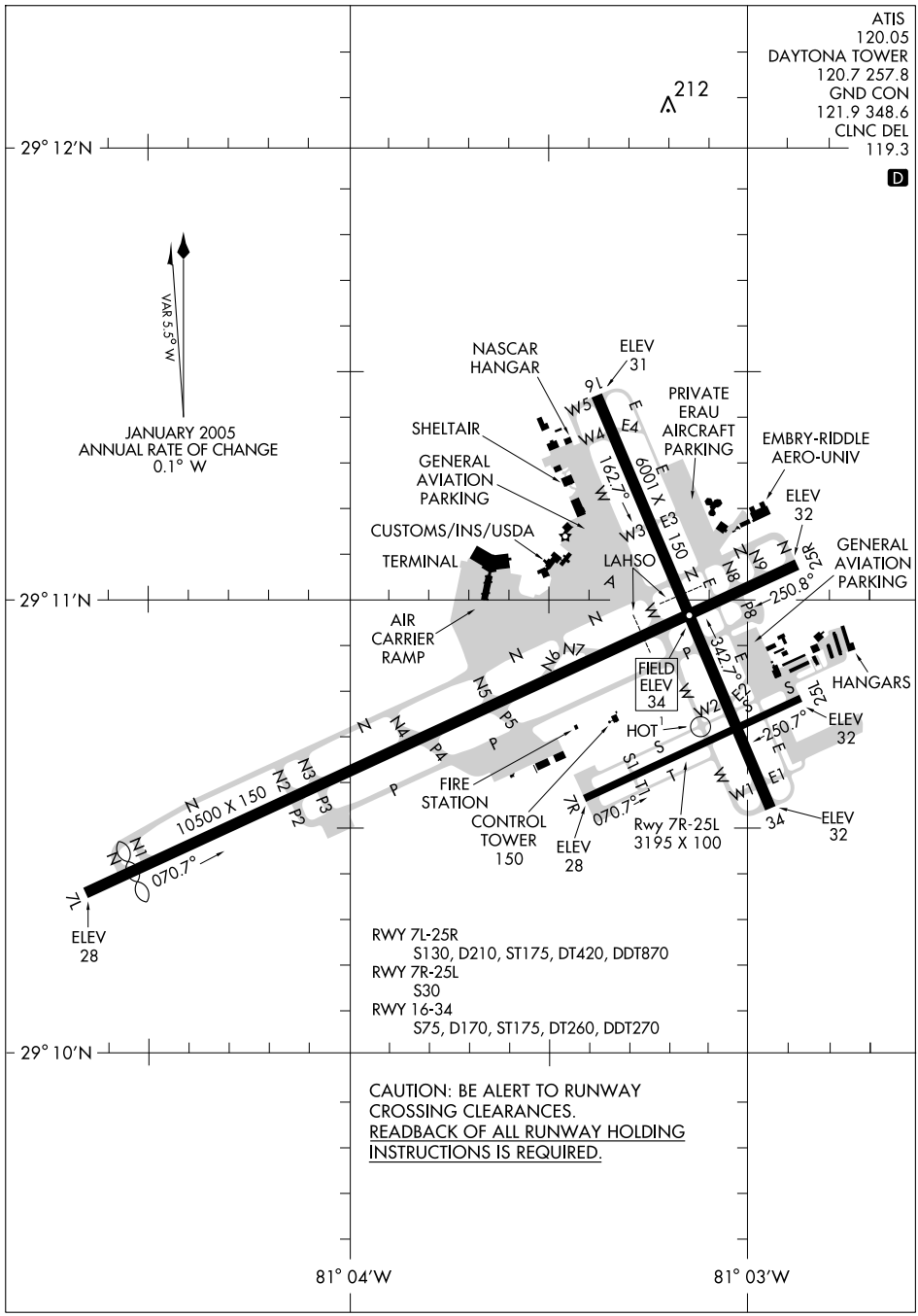
MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-3, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

AL-110 (FAA)

DAYTONA BEACH INTL (DAB)
DAYTONA BEACH, FLORIDA



LOC I-DAB	APP CRS		
109.7	070°	Rwy Idg	9800
		TDZE	30
		Apt Elev	34

ILS or LOC RWY 7L
DAYTONA BEACH INTL (DAB)

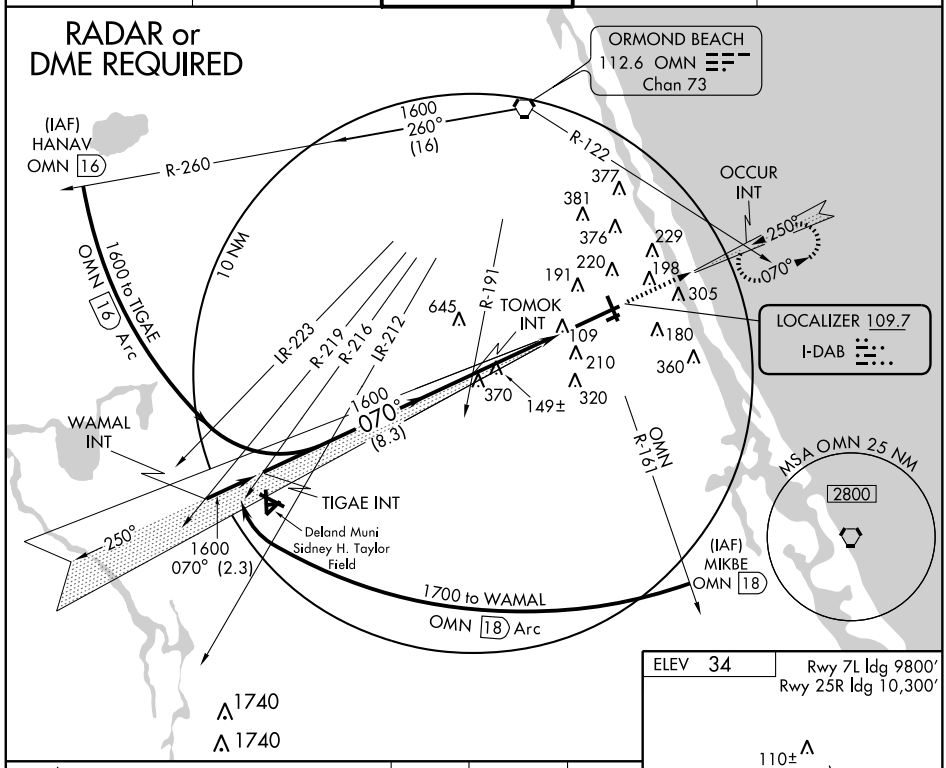
T A ASR — If local altimeter setting not received, use Ormond Beach altimeter setting and increase DA to 274 feet and all MDAs 20 feet. Inoperative table does not apply to S-ILS 7L. For inoperative MALSR increase S-LOC 7L Cats A, B, and C visibility to RVR 5000. Visibility reduction by helicopters NA.

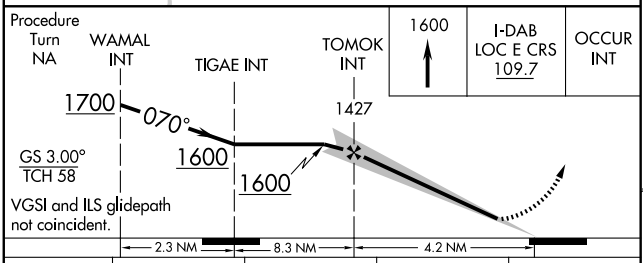
MALSR

MISSED APPROACH: Climb to 1600 via I-DAB East course to OCCUR Int and hold.

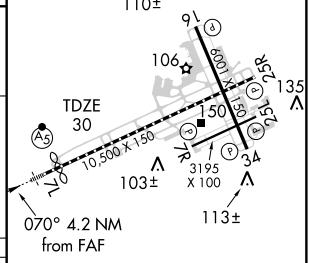
ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3

RADAR or DME REQUIRED





CATEGORY	A	B	C	D
S-ILS 7L	230/40 200 (200-¾)			
S-LOC 7L	400/40 370 (400-¾)			
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)



TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

FAF to MAP 4.2 NM

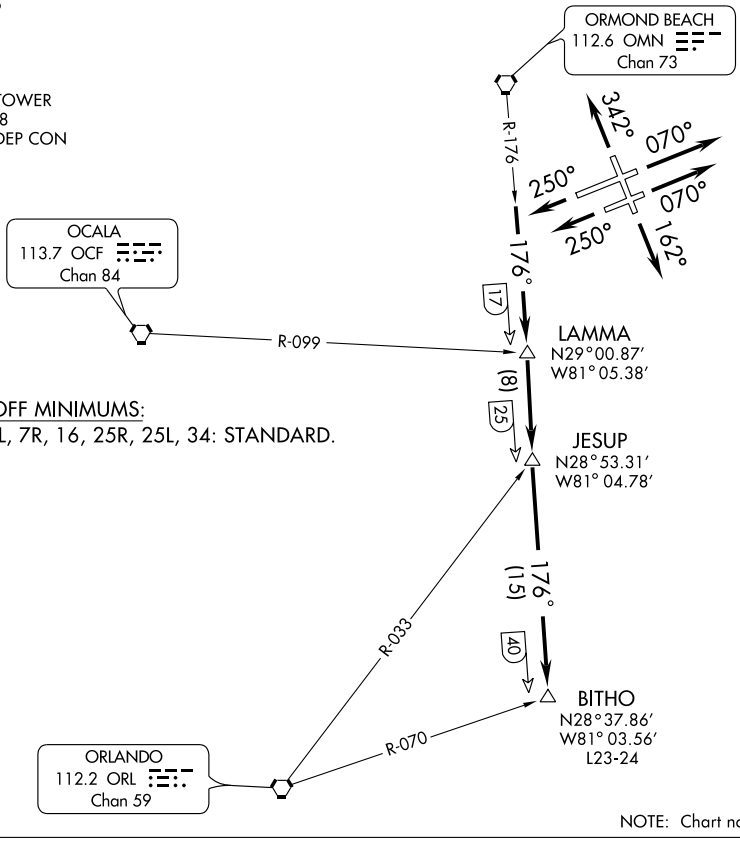
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-3. 03 JUN 2010 to 01 JUL 2010

LAMMA FIVE DEPARTURE

DAYTONA BEACH INTL (DAB)
DAYTONA BEACH, FLORIDA

ATIS 120.05
CLNC DEL
119.3
GND CON
121.9
DAYTONA TOWER
120.7 257.8
DAYTONA DEP CON
123.9



TAKEOFF MINIMUMS:
Rwy 7L, 7R, 16, 25R, 25L, 34: STANDARD.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 070° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 070° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 16: Climb heading 162° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 250° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 250° to 5000 or as assigned by ATC, thence . . . .

TAKEOFF RUNWAY 34: Climb heading 342° to 5000 or as assigned by ATC, thence . . . .

. . . . Expect vectors to intercept OMN R-176 to BITHO INT, then via assigned route. Expect clearance to filed altitude/flight level ten (10) minutes after departure.

LAMMA FIVE DEPARTURE

TAKE-OFF OBSTACLE NOTES:

RWY 7L: Multiple trees beginning 1834′ from DER, 646′ right of centerline, up to 64′ AGL/95′ MSL.

RWY 7R: Tower, trees beginning 1042′ from DER, 413′ right of centerline, up to 100′ AGL/135′ MSL. Hanger, multiple trees beginning 901′ from DER, 55′ left of centerline, up to 67′ AGL/101′ MSL.

RWY 16: Multiple trees beginning 57′ from DER, 19′ left of centerline, up to 75′ AGL/104′ MSL. Multiple trees beginning 871′ from DER, 3′ right of centerline, up to 83′ AGL/112′ MSL.

RWY 25L: Multiple trees beginning 123′ from DER, 75′ left of centerline, up to 80′ AGL/109′ MSL. Multiple trees and antenna beginning 1002′ from DER, 85′ right of centerline, up to 72′ AGL/101′ MSL.

RWY 25R: Multiple trees, signs and poles beginning 428′ from DER, 38′ right of centerline, up to 88′ AGL/115′ MSL. Multiple trees beginning 1254′ from DER, 41′ left of centerline, up to 84′ AGL/108′ MSL.

RWY 34: Multiple trees, building and obstruction light beginning 1013′ from DER, 90′ left of centerline, up to 82′ AGL/111′ MSL. Multiple trees, beginning 1108′ from DER, 6′ right of centerline, up to 78′ AGL/ 107′ MSL.

LOC I-DAB	APP CRS	Rwy Idg	10300
109.7	250°	TDZE	34
		Apt Elev	34

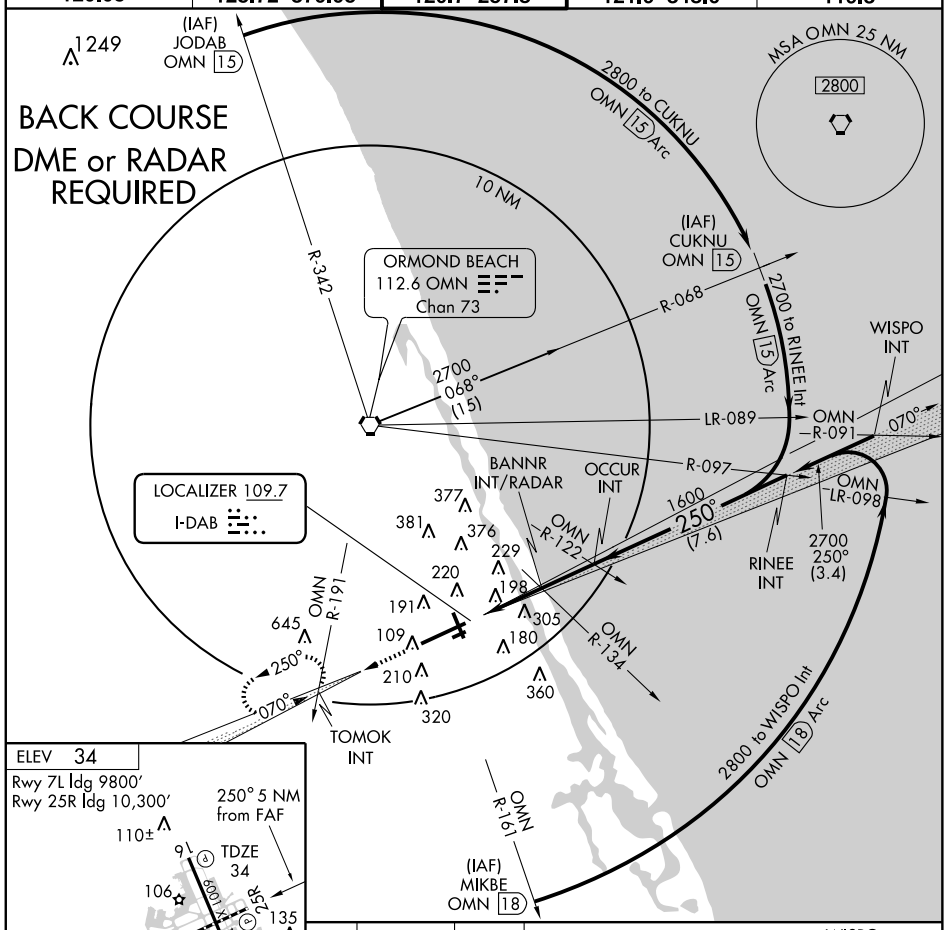
LOC BC RWY 25R
DAYTONA BEACH INTL (DAB)

ASR

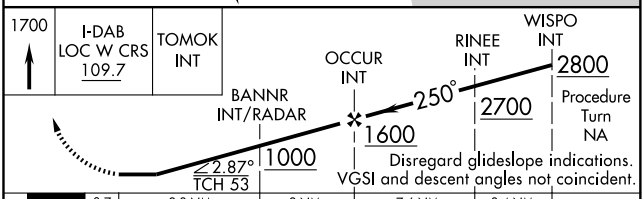
If local altimeter setting not received, use Ormond Beach altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1700 via I-DAB west course to TOMOK Int and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3



FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-25R	440-1 406 (500-1)		440-1¼ 406 (500-1¼)	
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3195
070°	TDZE	32
	Apt Elev	34

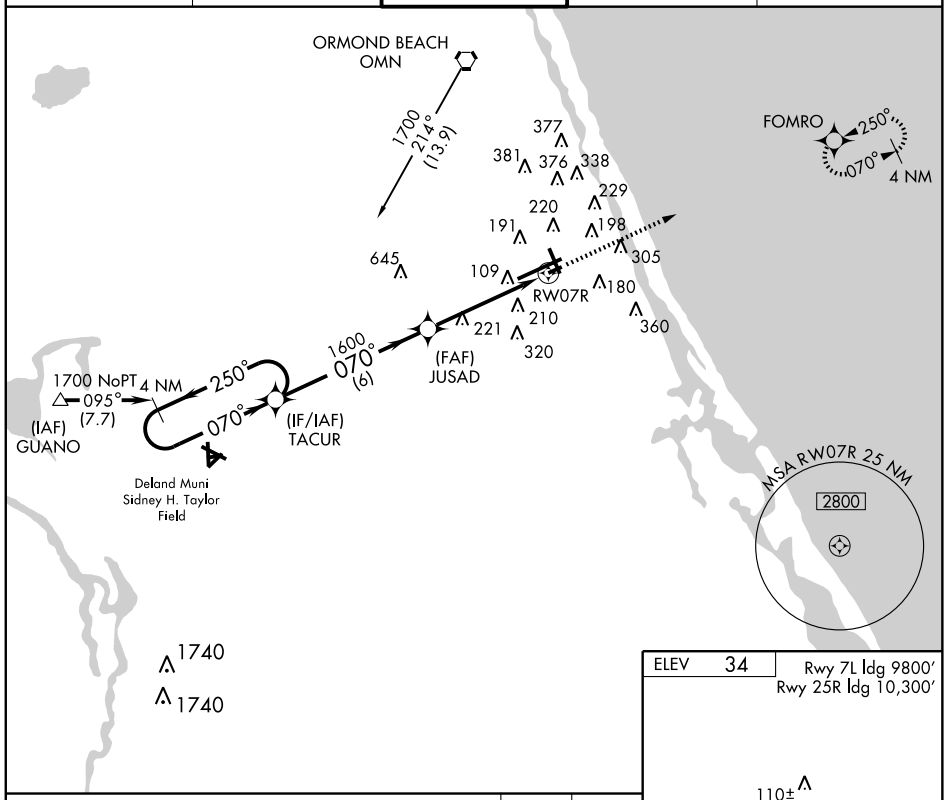
RNAV (GPS) RWY 7R
DAYTONA BEACH INTL (DAB)

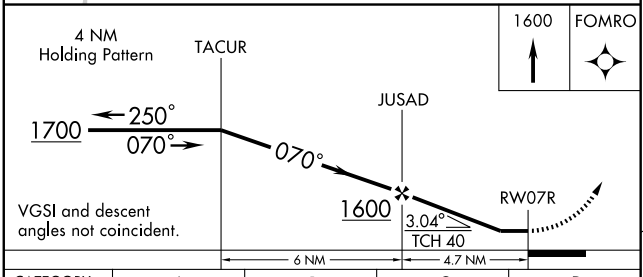
NA
ASR

Circling NA at night to Rwy 25L.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

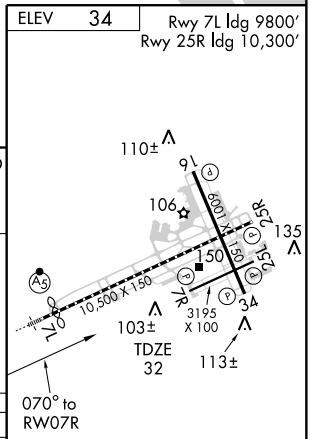
MISSED APPROACH: Climb to 1600 direct FOMRO WP and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3





CATEGORY	A	B	C	D
LNAV MDA	480-1	448 (500-1)	480-1¼ 448 (500-1¼)	NA
CIRCLING	540-1	506 (600-1)	540-1½ 506 (600-1½)	NA



TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 45529 W16A	APP CRS 162°	Rwy Idg 6001 TDZE 33 Apt Elev 34

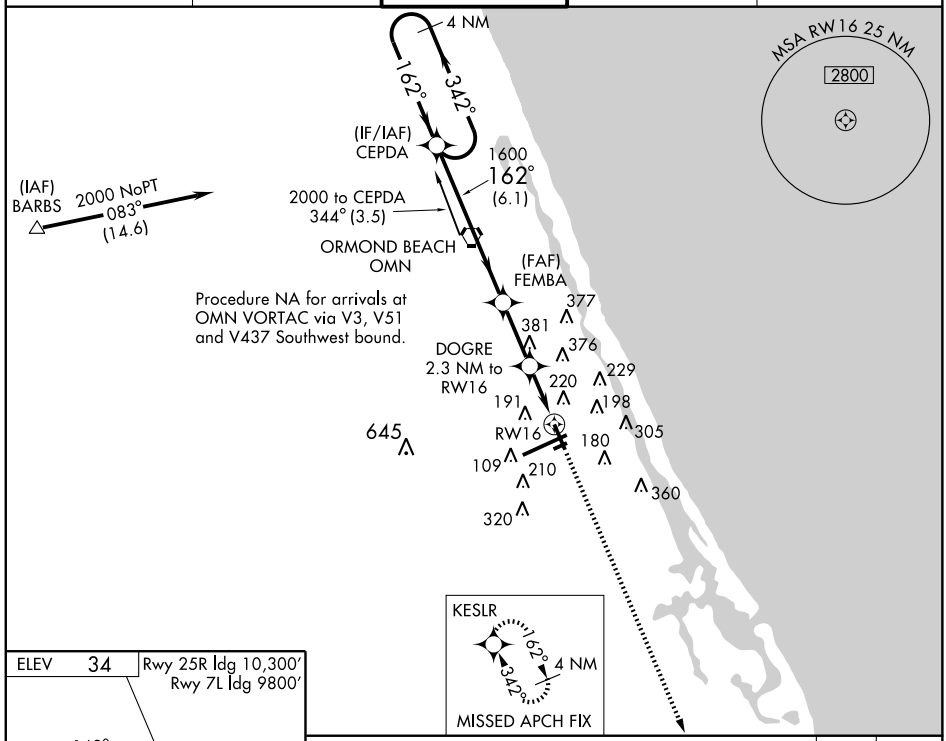
RNAV (GPS) RWY 16
DAYTONA BEACH INTL (DAB)

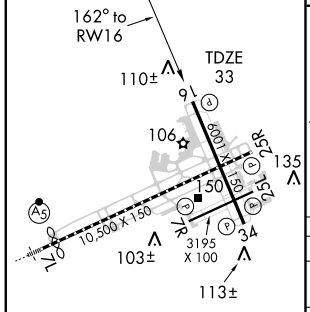
ASR

When VGSI Inop, Circling Rwys 7R-25L and 34 NA at night. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

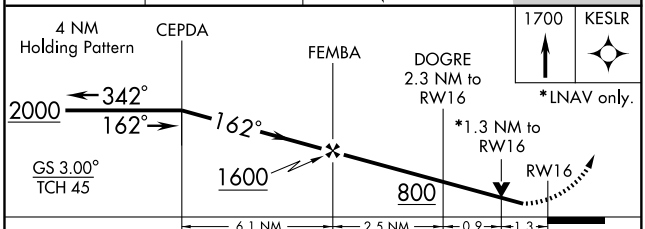
MISSED APPROACH: Climb to 1700 direct KESLR and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3





TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34



CATEGORY	A	B	C	D
LPV DA	358-1¼ 325 (400-1¼)			
LNAV/VNAV DA	479-1½ 446 (500-1½)			
LNAV MDA	500-1 467 (500-1)		500-1¼ 467 (500-1¼)	500-1½ 467 (500-1½)
CIRCLING	540-1½ 506 (600-1½)			620-2 586 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3195
250°	TDZE	32
	Apt Elev	34

RNAV (GPS) RWY 25L

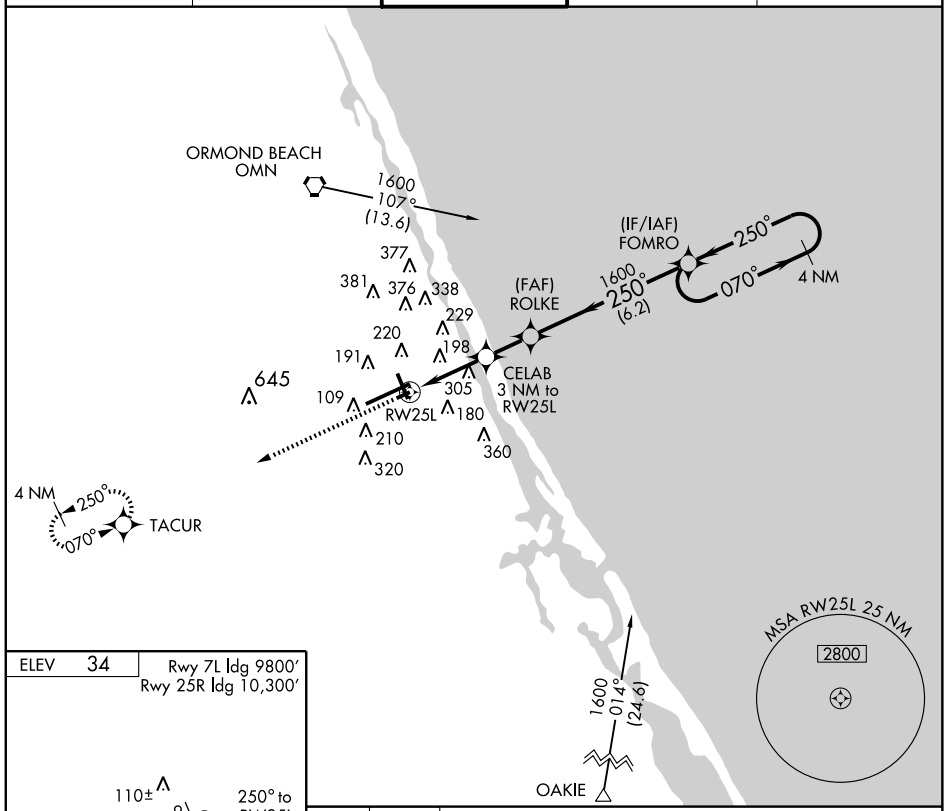
DAYTONA BEACH INTL (DAB)

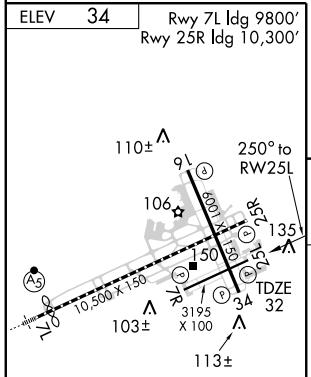
ASR

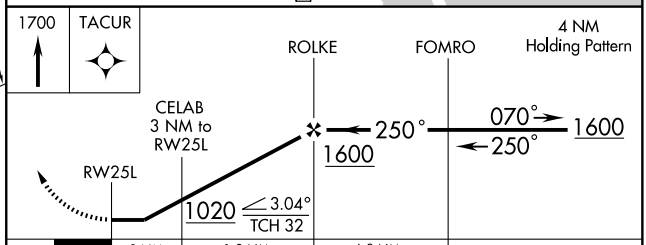
When VGSI inop, Circling Rwy 7R and 34 NA at night.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1700 direct TACUR and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3







CATEGORY	A	B	C	D
LNAV MDA	560-1	528 (600-1)	560-1½ 528 (600-1½)	NA
CIRCLING	560-1	526 (600-1)	560-1½ 526 (600-1½)	NA

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 70327 W25A	APP CRS 250°	Rwy Idg 10300 TDZE 34 Apt Elev 34

RNAV (GPS) RWY 25R

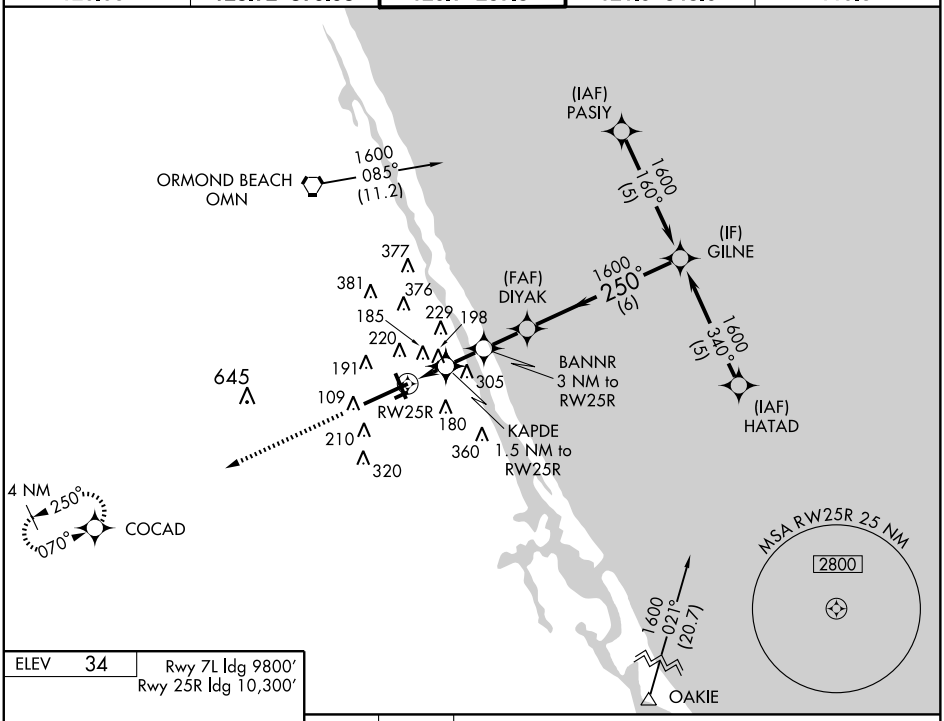
DAYTONA BEACH INTL (DAB)

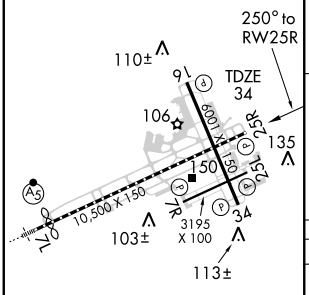
ASR

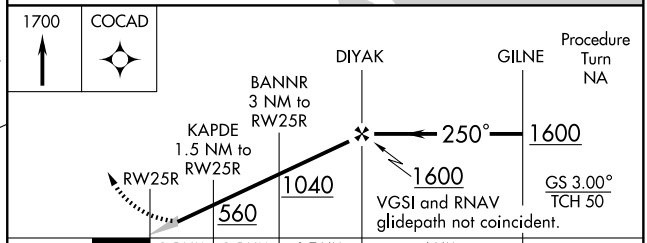
When VGSI inop, Circling Rwy 7R, 25L, and 34 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA..

MISSED APPROACH: Climb to 1700 direct COCAD and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3







CATEGORY	A	B	C	D
LPV DA	308-1 274 (300-1)			
LNAV/ VNAV DA	485-1½ 451 (500-1½)			
LNAV MDA	480-1 446 (500-1)		480-1¼ 446 (500-1¼)	480-1½ 446 (500-1½)
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6001
342°	TDZE	34
	Apt Elev	34

RNAV (GPS) RWY 34

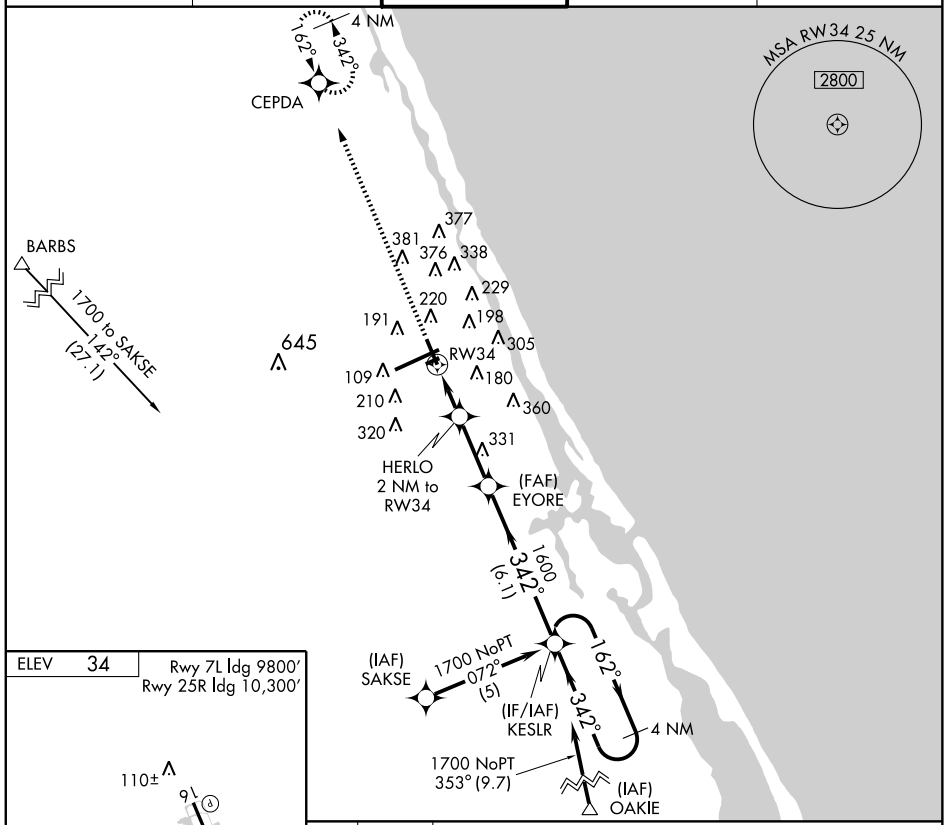
DAYTONA BEACH INTL (DAB)

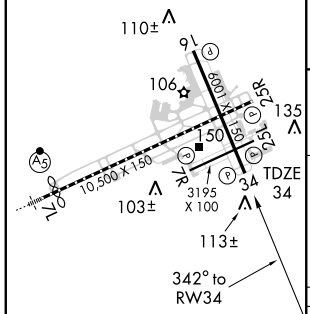
NA
ASR

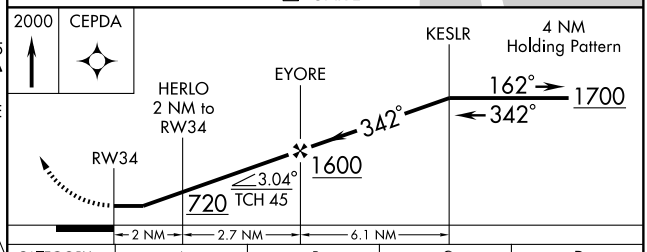
Circling NA at night to Rwy 7R, 25L.
DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct CEPDA WP and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3







CATEGORY	A	B	C	D
LNAV MDA	440-1 406 (500-1)		440-1¼	406 (500-1¼)
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)

TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	9800
070°	TDZE	30
	Apt Elev	34

RNAV (GPS) Y RWY 7L

DAYTONA BEACH INTL (DAB)

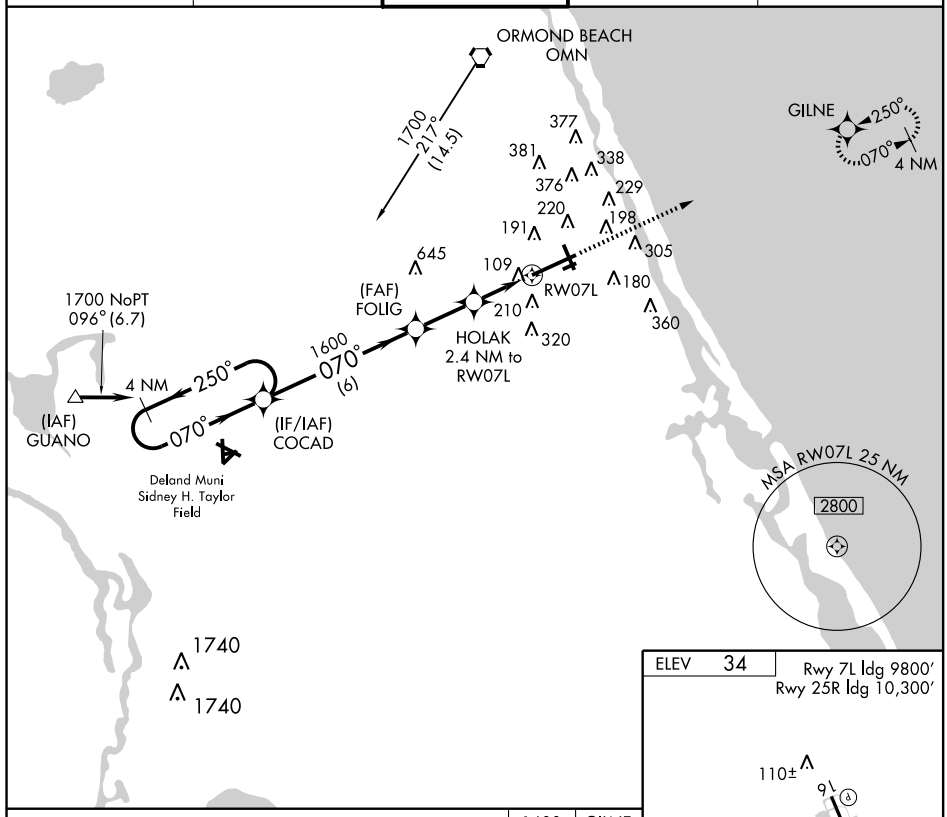
NA ASR

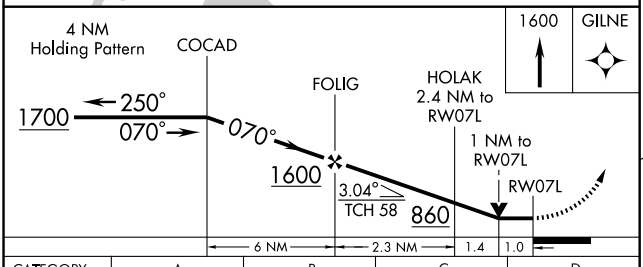
DME/DME RNP-0.3 NA. Circling NA at night to Rwy 07R/25L. For inoperative MALSR, increase LNAV Cats A/B/C visibility to RVR 5000 and Cat D to RVR 6000. Visibility reduction by helicopters NA.

MALSR

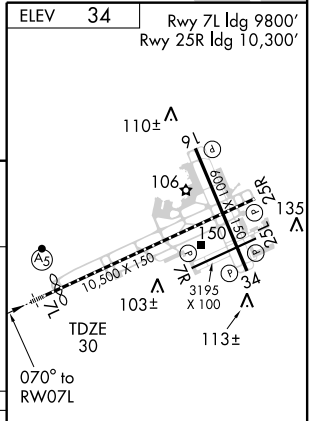
MISSED APPROACH: Climb to 1600 direct GILNE WP and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3





CATEGORY	A	B	C	D
LNAV MDA	420/40 390 (400-¾)			420/50 390 (400-1)
CIRCLING	540-1 506 (600-1)		540-1½ 506 (600-1½)	620-2 586 (600-2)



TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	9800
CH 45500	070°	TDZE	30
W07LA		Apt Elev	34

RNAV (GPS) Z RWY 7L

DAYTONA BEACH INTL (DAB)

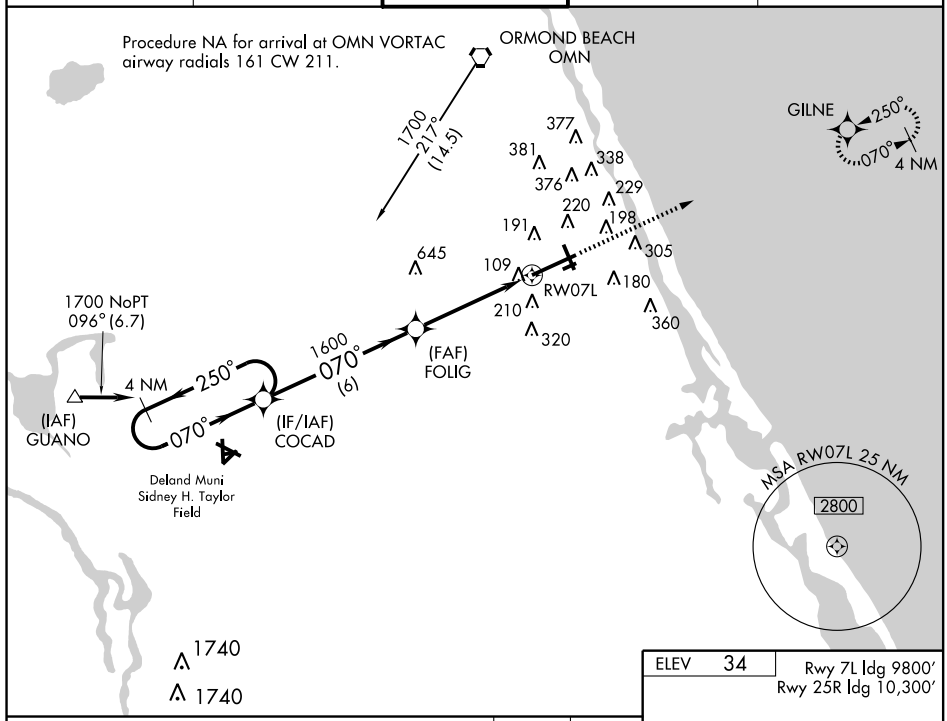
NA ASR

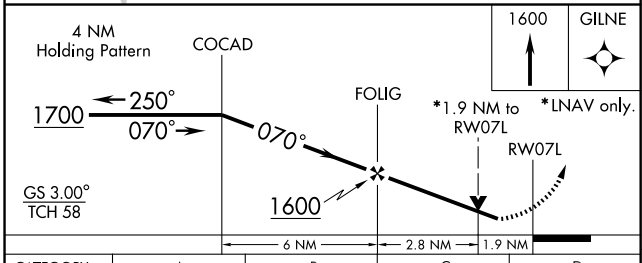
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling NA at night to Rwy 7R, 25L. For inoperative MALSR, increase LPV all Cats and LNAV Cats A/B visibility to RVR 5000. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 1600 direct GILNE and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3





CATEGORY	A	B	C	D
LPV DA	366/40	336 (400-¾)		
LNAV/VNAV DA	480/50	450 (500-1)		
LNAV MDA	680/40	650 (700-¾)	680/60 650 (700-1¼)	680-1½ 650 (700-1½)
CIRCLING	680-1	646 (700-1)	680-1¾ 646 (700-1¾)	680-2 646 (700-2)

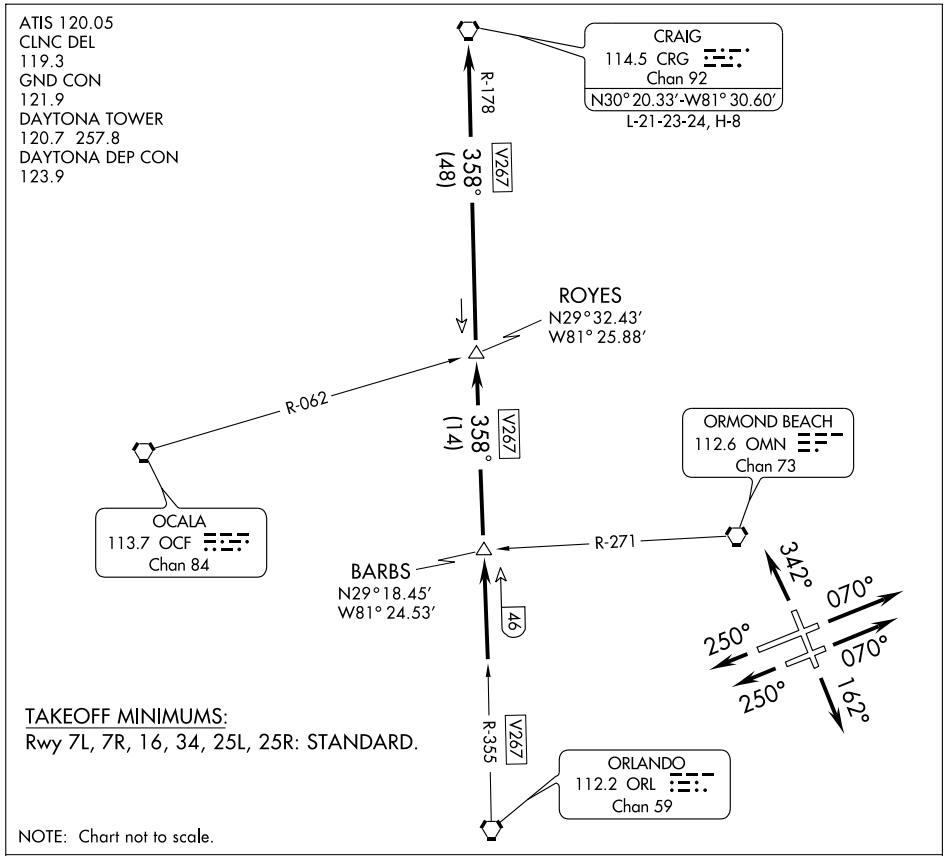
TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

SE-3, 03 JUN 2010 to 01 JUL 2010

ROYES FIVE DEPARTURE

SL-110 (FAA)

DAYTONA BEACH INTL (DAB)
DAYTONA BEACH, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 7L: Climb heading 070° to 5000 or as assigned by ATC. Thence . . . .

TAKEOFF RUNWAY 7R: Climb heading 070° to 5000 or as assigned by ATC. Thence . . . .

TAKEOFF RUNWAY 16: Climb heading 162° to 5000 or as assigned by ATC. Thence . . . .

TAKEOFF RUNWAY 25R: Climb heading 250° to 5000 or as assigned by ATC. Thence . . . .

TAKEOFF RUNWAY 25L: Climb heading 250° to 5000 or as assigned by ATC. Thence . . . .

TAKEOFF RUNWAY 34: Climb heading 342° to 5000 or as assigned by ATC. Thence . . . .

. . . . Expect vectors to intercept CRG R-178 to CRG VORTAC. Then via assigned route expect clearance to filed altitude/flight level ten (10) minutes after departure.

SE-3, 03 JUN 2010 to 01 JUL 2010

ROYES FIVE DEPARTURE

TAKE-OFF OBSTACLE NOTES:

RWY 7L: Multiple trees beginning 1834′ from DER, 646′ right of centerline, up to 64′ AGL/95′ MSL.

RWY 7R: Tower, trees beginning 1042′ from DER, 413′ right of centerline, up to 100′ AGL/135′ MSL. Hanger, multiple trees beginning 901′ from DER, 55′ left of centerline, up to 67′ AGL/101′ MSL.

RWY 16: Multiple trees beginning 57′ from DER, 19′ left of centerline, up to 75′ AGL/104′ MSL. Multiple trees beginning 871′ from DER, 3′ right of centerline, up to 83′ AGL/112′ MSL.

RWY 25L: Multiple trees beginning 123′ from DER, 75′ left of centerline, up to 80′ AGL/109′ MSL. Multiple trees and antenna beginning 1002′ from DER, 85′ right of centerline, up to 72′ AGL/101′ MSL.

RWY 25R: Multiple trees, signs and poles beginning 428′ from DER, 38′ right of centerline, up to 88′ AGL/115′ MSL. Multiple trees beginning 1254′ from DER, 41′ left of centerline, up to 84′ AGL/108′ MSL.

RWY 34: Multiple trees, building and obstruction light beginning 1013′ from DER, 90′ left of centerline, up to 82′ AGL/111′ MSL. Multiple trees, beginning 1108′ from DER, 6′ right of centerline, up to 78′ AGL/ 107′ MSL.

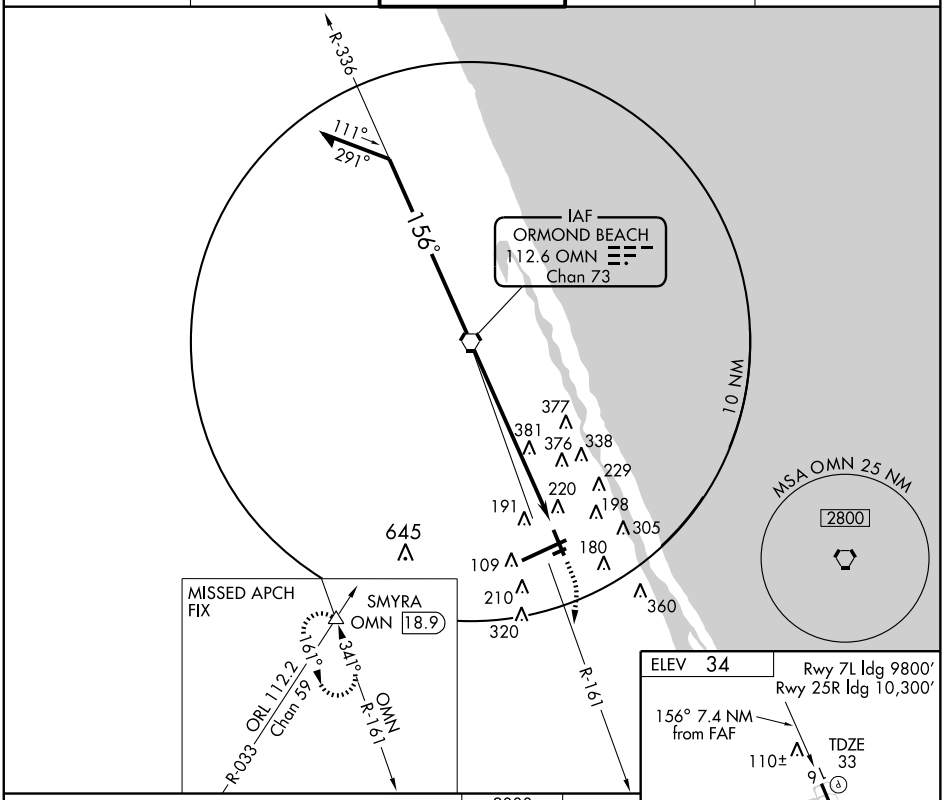
VORTAC OMN	APP CRS	Rwy Idg	6001
112.6	156°	TDZE	33
Chan 73		Apt Elev	34

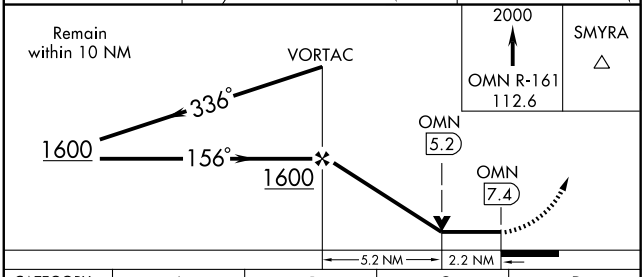
VOR RWY 16
DAYTONA BEACH INTL (DAB)

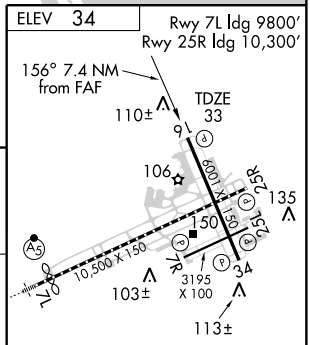
ASR

MISSED APPROACH: Climb to 2000 via OMN R-161 to SMYRA Int and hold.

ATIS	DAYTONA APP CON	DAYTONA TOWER	GND CON	CLNC DEL
120.05	125.72 379.95	120.7 257.8	121.9 348.6	119.3







TDZ/CL Rwy 7L
HIRL Rwy 7L-25R
REIL Rwys 16, 25R and 34
MIRL Rwys 7R-25L and 16-34

FAF to MAP 7.4 NM

Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

CATEGORY	A	B	C	D
S-16	760-1	727 (800-1)	760-2 727 (800-2)	760-2¼ 727 (800-2¼)
CIRCLING	760-1	726 (800-1)	760-2 726 (800-2)	760-2¼ 726 (800-2¼)

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4146
105°	TDZE	289
	Apt Elev	289

RNAV (GPS) RWY 9

DEFUNIAK SPRINGS (54J)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Crestview altimeter setting; if not received, use Destin altimeter setting and increase all MDA 60 feet and increase Circling Cat. B visibility ¼ mile.

NA

MISSED APPROACH: Climb to 3000 direct NALLA and via 062° track to LAARA and hold.

CRESTVIEW ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.8 (CTAF) L

MSA MAGSS 25 NM
3100

EGLIN D MOA

MISSED APCH FIX
4 NM
091°
271°
LAARA

(IAF)
CORKY
111°
291°
4 NM
3000 NoPT
105° (6.6)

(IF/IAF)
LEDAH
2100
111°
(6.9)

3000
265°
(13.4)
DEFUN

105°
(FAF)
JAACK
549

721
062°
617
558
NALLA

IAATE
2.5 NM to
MAGSS

(MAP)
MAGSS

EGLIN E MOA

R-2914A

ELEV 289

352 ±

TDZE
289

4146 X 60
8
26
27

2700 X 60
36

4 NM
Holding Pattern
LEDAH
3000
299°
111°
111°
JAACK
IAATE
2.5 NM to
MAGSS
2100
105°
3.06°
TCH 43
MAGSS
1300

3000	NALLA	062° TRK	LAARA

6.9 NM | 2.5 NM | 2.5 NM | 0.5

CATEGORY	A	B	C	D
LNAV MDA	660-1	371 (400-1)	NA	
CIRCLING	720-1 431 (500-1)	980-1 691 (700-1)	NA	

MIRL Rwy 9-27 L

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3541
270°	TDZE	286
	Apt Elev	289

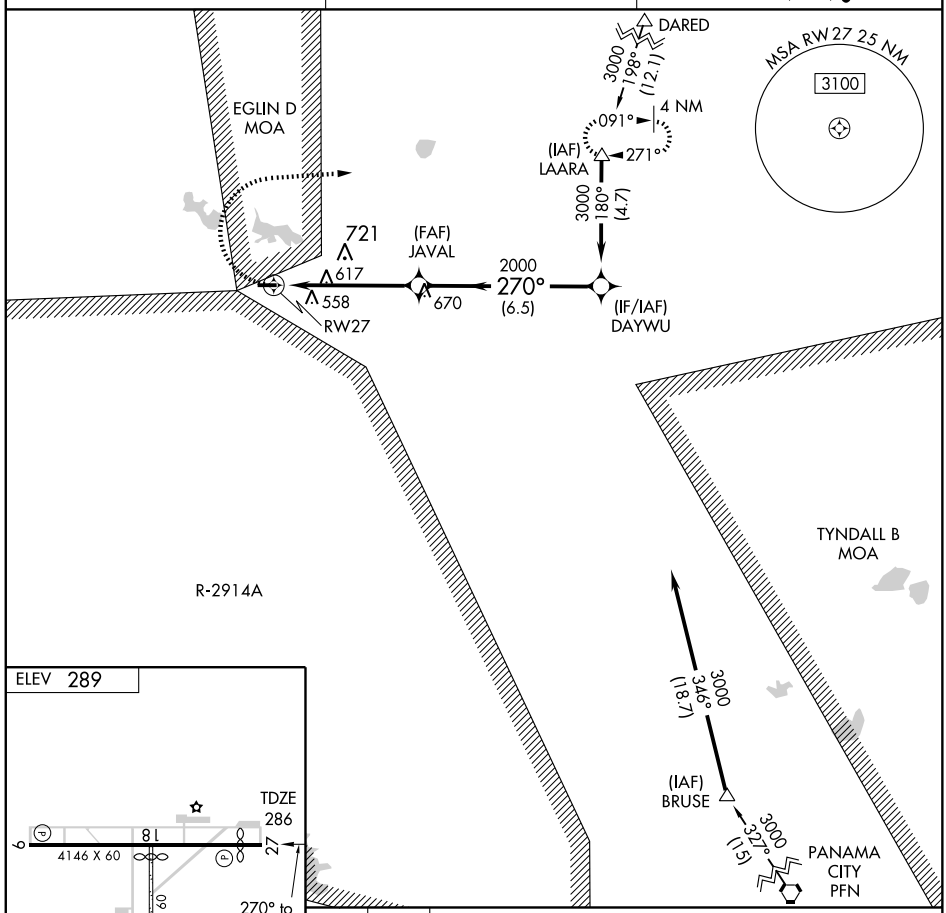
RNAV (GPS) RWY 27
DEFUNIAK SPRINGS (54J)

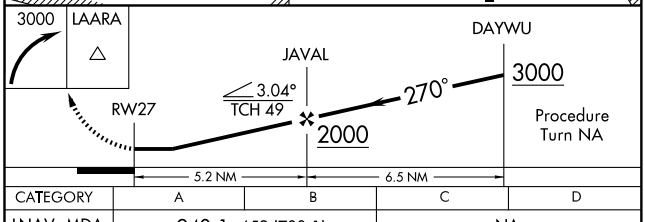
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Crestview altimeter setting; if not received, use Destin altimeter setting and increase all MDA 60 feet and increase Circling Cat. B visibility ¼ mile.

NA

MISSED APPROACH: Climbing right turn to 3000 direct LAARA and hold.

CRESTVIEW ASOS	EGLIN APP CON	UNICOM
119.275	124.05 284.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	940-1 652 (700-1)		NA	
CIRCLING	940-1 651 (700-1)	980-1 691 (700-1)	NA	

MIRL Rwy 9-27 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4301
CH 90300	054°	TDZE	79
W05A		Apt Elev	80

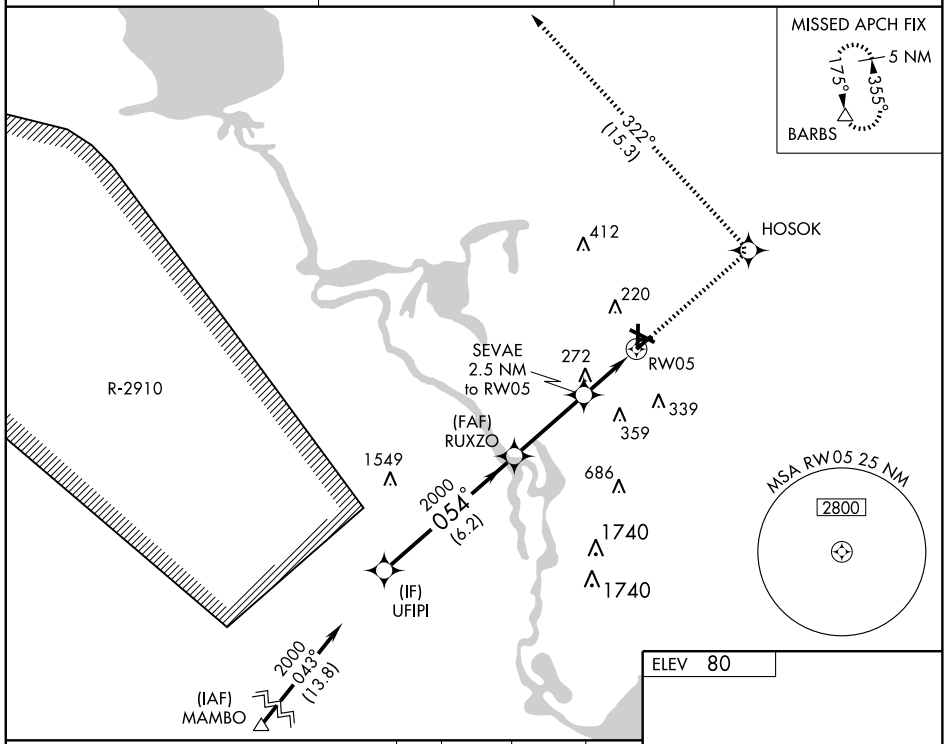
RNAV (GPS) RWY 5

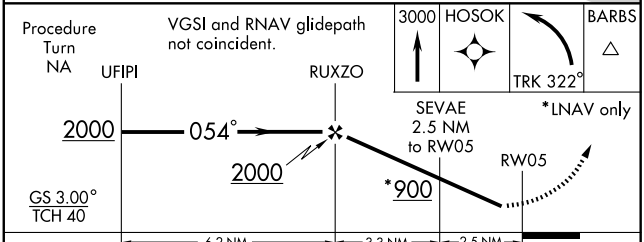
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

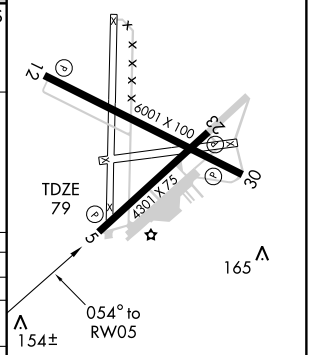
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct HOSOK and left turn via 322° track to BARBS and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	385-1	306 (400-1)		
LNAV/VNAV DA	433-1¼	354 (400-1¼)		
LNAV MDA	580-1	501 (500-1)	580-1½	501 (500-1½)
CIRCLING	580-1¼	500 (500-1¼)	580-1½ 500 (500-1½)	640-2 560 (600-2)

REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6001
CH 50300	122°	TDZE	74
W12A		Apt Elev	80

RNAV (GPS) RWY 12

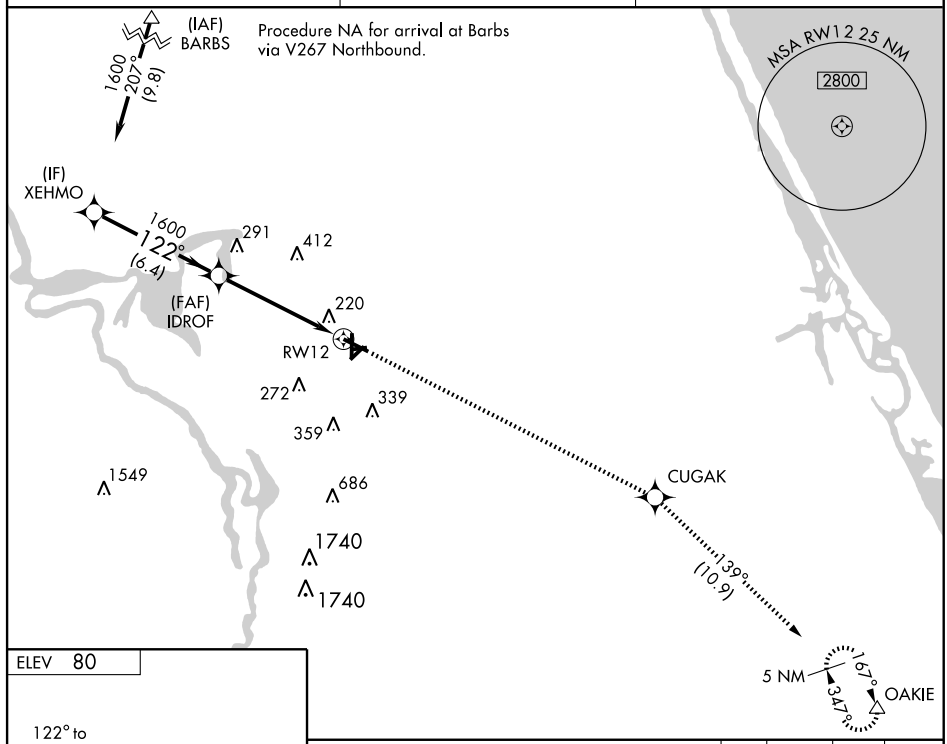
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

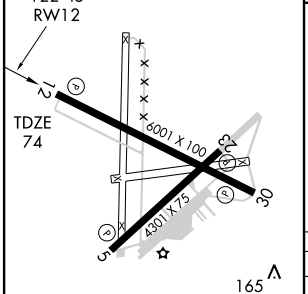
ASR

Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

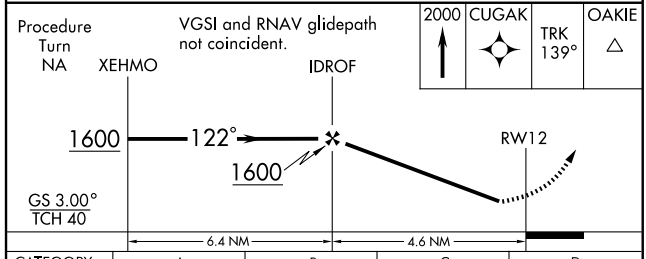
MISSED APPROACH: Climb to 2000 direct CUGAK and via 139° track to OAKIE and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L





REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L



CATEGORY	A	B	C	D
LPV DA	404-1¼ 330 (400-1¼)			
LNAV/VNAV DA	528-1½ 454 (500-1½)			
LNAV MDA	540-1 466 (500-1)		540-1¼ 466 (500-1¼)	540-1½ 466 (500-1½)
CIRCLING	540-1½ 460 (500-1½)			640-2 560 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4301
CH 45700	234°	TDZE	78
W23A		Apt Elev	80

RNAV (GPS) RWY 23

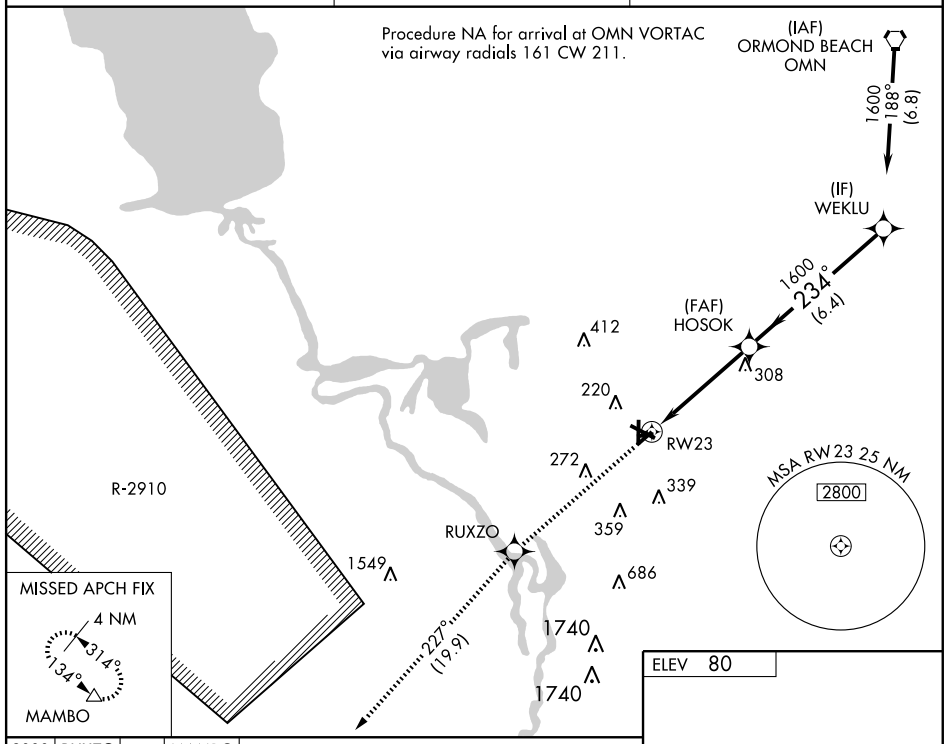
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

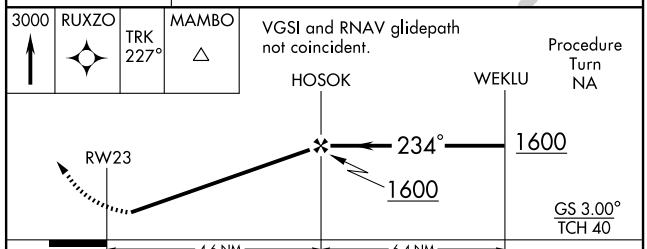
ASR

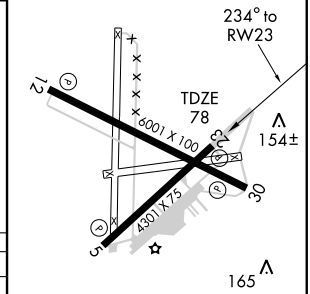
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct RUXZO and via 227° track to MAMBO and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	374-1 296 (300-1)			
LNAV/VNAV DA	414-1¼ 336 (400-1¼)			
LNAV MDA	420-1 342 (400-1)			420-1¼ 342 (400-1¼)
CIRCLING	520-1¼ 440 (500-1¼)	540-1¼ 460 (500-1¼)	540-1½ 460 (500-1½)	640-2 560 (600-2)

REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6001
CH 97500	302°	TDZE	72
W30A		Apt Elev	80

RNAV (GPS) RWY 30

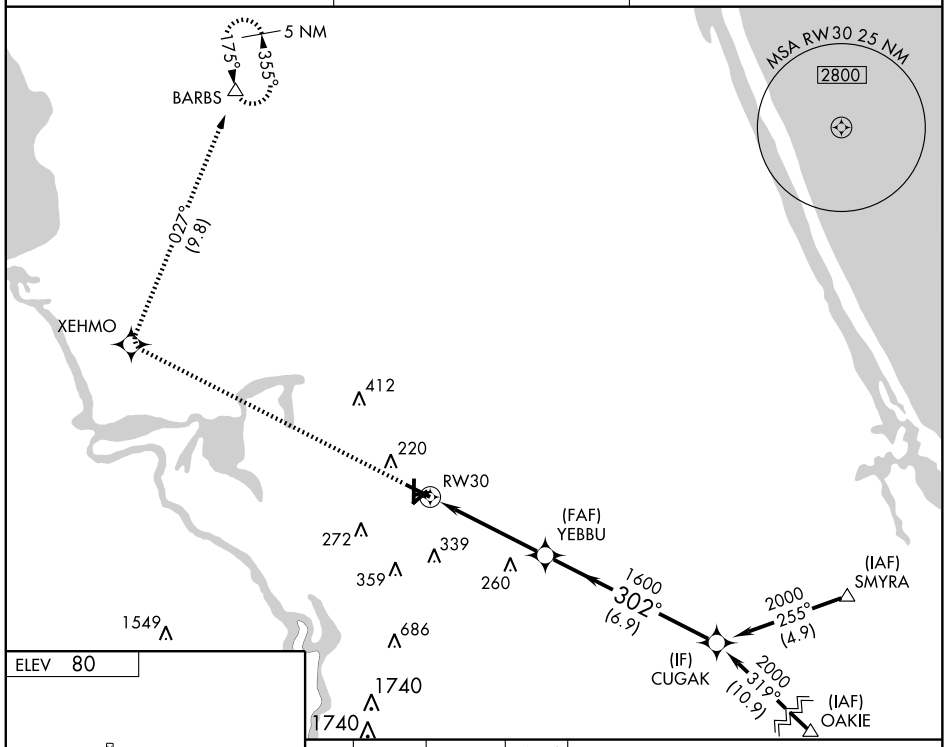
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

T A ASR

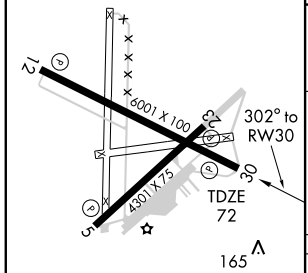
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA when using Daytona Beach Intl altimeter setting.

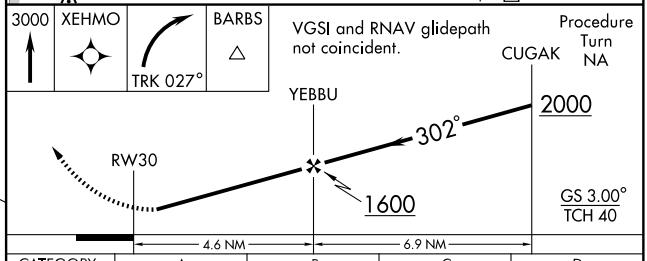
MISSED APPROACH: Climb to 3000 direct XEHMO and right turn via 027° track to BARBS and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L



ELEV 80





CATEGORY	A	B	C	D
LPV DA	387-1¼ 315 (400-1¼)			
LNAV/ VNAV DA	465-1½ 393 (400-1½)			
LNAV MDA	500-1 428 (500-1)		500-1¼ 428 (500-1¼)	500-1½ 428 (500-1½)
CIRCLING	520-1½ 440 (500-1½)	540-1½ 460 (500-1½)		640-2 560 (600-2)

REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC OMN	APP CRS	Rwy Idg	4301
112.6	212°	TDZE	78
Chan 73		Apt Elev	80

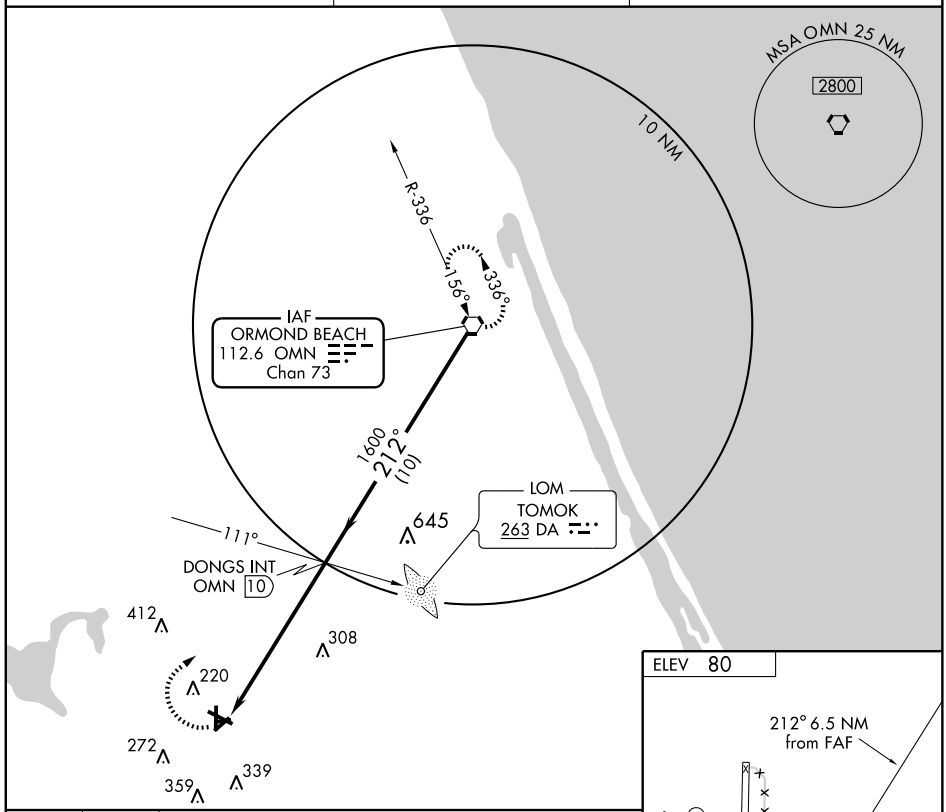
VOR RWY 23

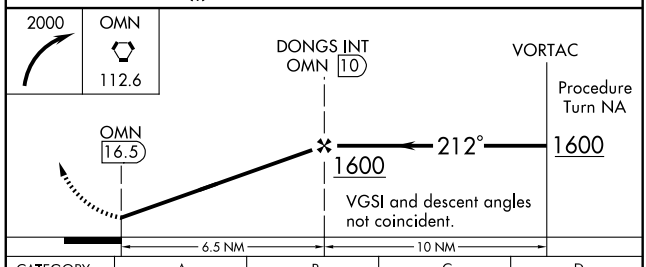
DELAND MUNI-SIDNEY H. TAYLOR FIELD (DED)

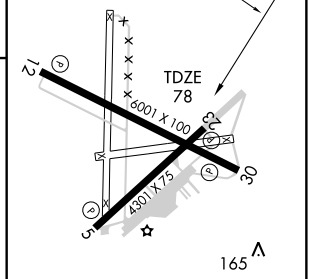
DME or ADF REQUIRED.
If local altimeter setting not received, use Daytona Beach Intl altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 2000 direct OMN VORTAC and hold.

AWOS-3	DAYTONA APP CON	UNICOM
119.575	125.35 322.3	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-23	580-1	502 (500-1)	580-1½	502 (500-1½)
CIRCLING	580-1	500 (500-1)	580-1½ 500 (500-1½)	640-2 560 (600-2)

REIL Rwy 30
MIRL Rwys 5-23 and 12-30 L

FAF to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

SE-3, 03 JUN 2010 to 01 JUL 2010

NDB DTS 254	APP CRS 327°	Rwy Idg 4999 TDZE 21 Apt Elev 23

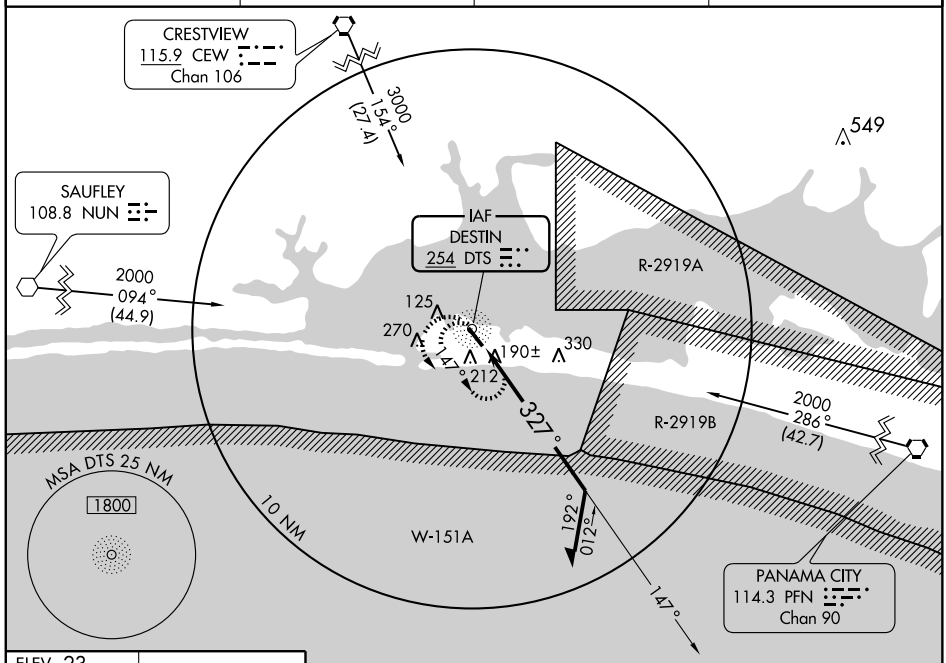
NDB RWY 32

DESTIN-FORT WALTON BEACH (DTS)

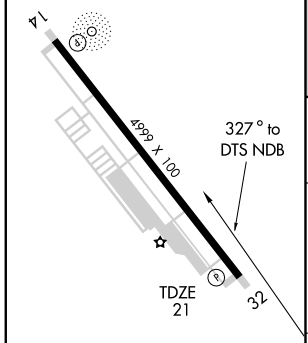
NA

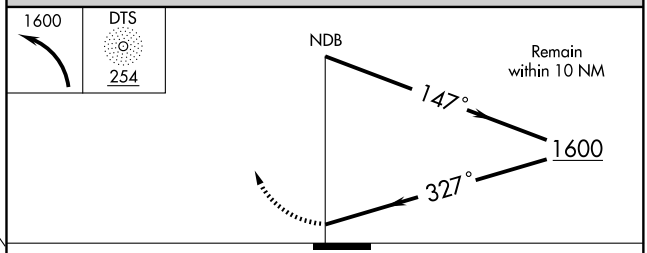
MISSED APPROACH: Climbing left turn to 1600 in DTS NDB holding pattern.

ASOS	EGLIN APP CON	CLNC DEL	UNICOM
133.925	132.1 360.6	121.6 127.7 377.2	123.075 (CTAF)



ELEV 23





CATEGORY	A	B	C	D
S-32	620-1	599 (600-1)	620-1½ 599 (600-1½)	620-1¾ 599 (600-1¾)
CIRCLING	620-1	597 (600-1)	620-1½ 597 (600-1½)	620-2 597 (600-2)

MIRL Rwy 14-32

SE-3, 03 JUN 2010 to 01 JUL 2010

DESTIN, FLORIDA

AL-5680 (FAA)

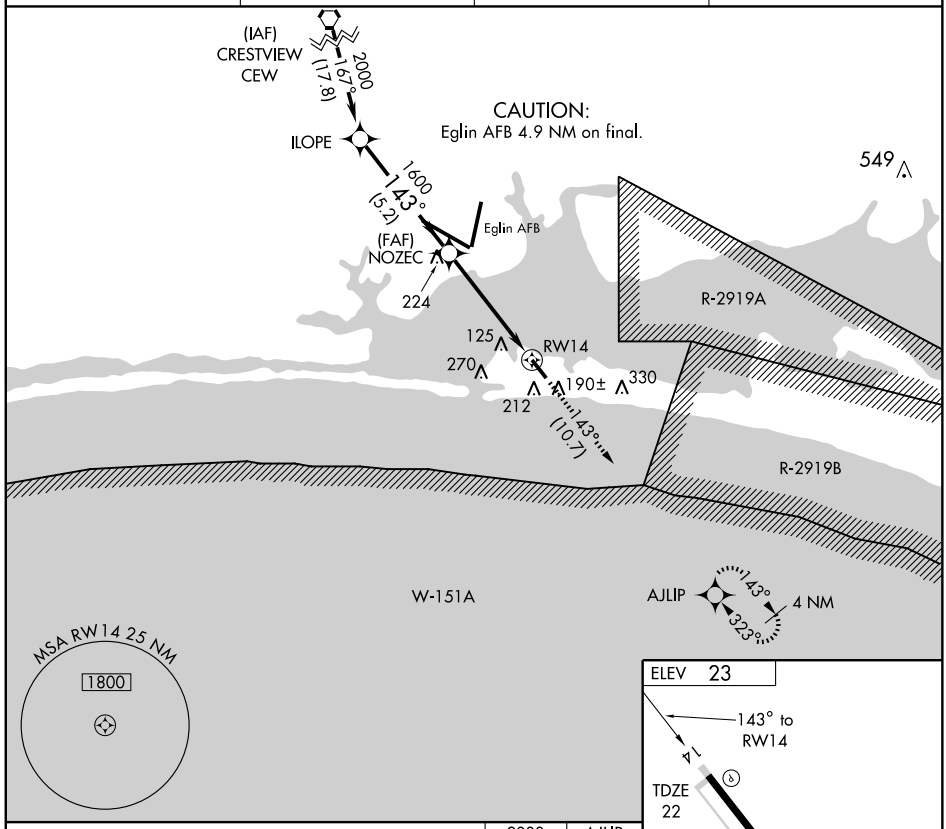
APP CRS	Rwy ldg	4999
143°	TDZE	22
	Apt Elev	23

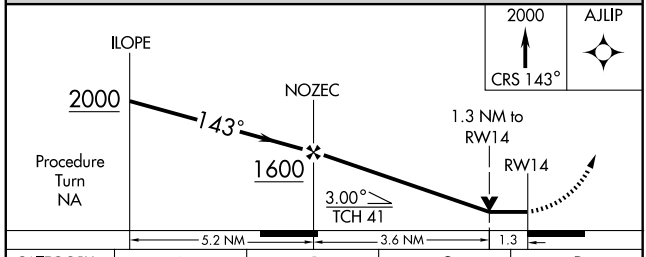
RNAV (GPS) RWY 14

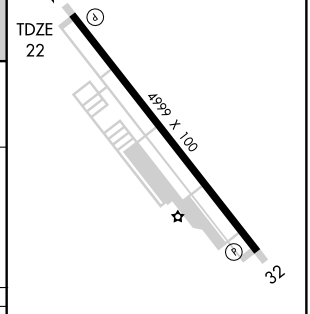
DESTIN-FORT WALTON BEACH (DTS)

NA	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 2000 via course 143° to AJLIP WP and hold.

ASOS	EGLIN APP CON	CLNC DEL	UNICOM
133.925	132.1 360.6	121.6 127.7 377.2	123.075 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	460-1	438 (500-1)	460-1¼ 438 (500-1¼)	460-1½ 438 (500-1½)
CIRCLING	580-1	557 (600-1)	580-1½ 557 (600-1½)	580-2 557 (600-2)

MIRL Rwy 14-32

SE-3, 03 JUN 2010 to 01 JUL 2010

DESTIN, FLORIDA

AL-5680 (FAA)

APP CRS	Rwy Idg	4999
323°	TDZE	21
	Apt Elev	23

RNAV (GPS) RWY 32

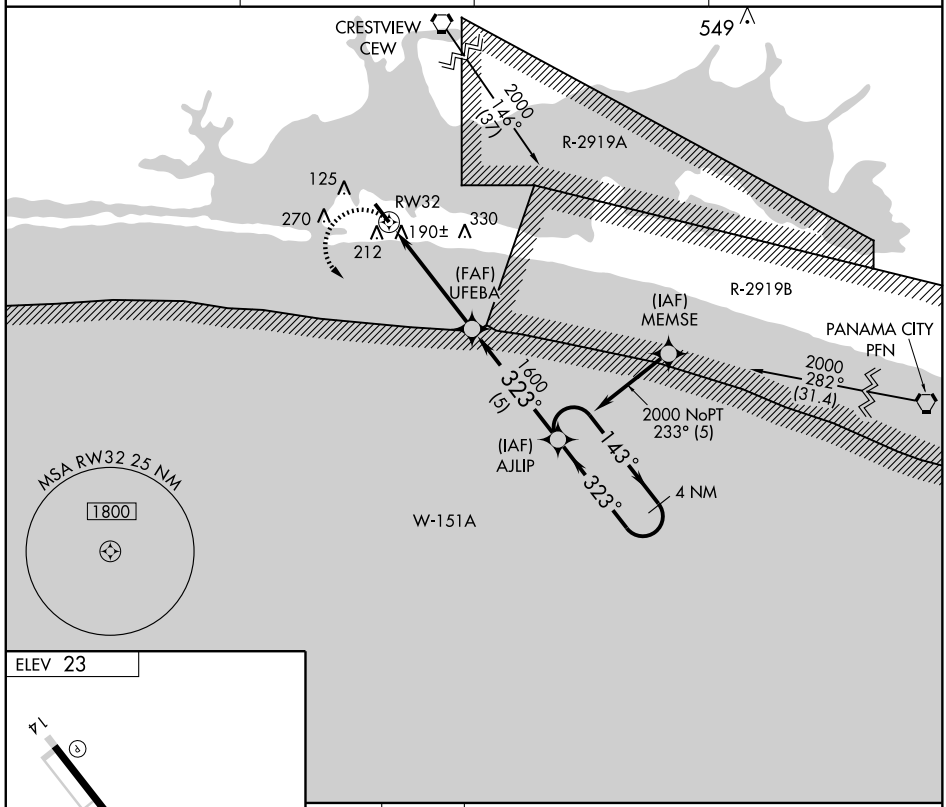
DESTIN-FORT WALTON BEACH (DTS)

NA

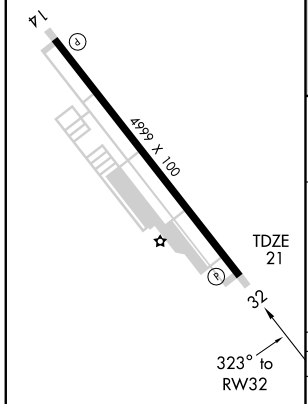
DME/DME RNP-0.3 NA.

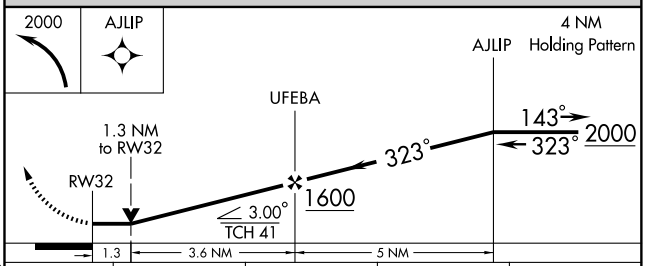
MISSED APPROACH: Climbing left turn to 2000 direct AJLIP WP and hold.

ASOS	EGLIN APP CON	CLNC DEL	UNICOM
133.925	132.1 360.6	121.6 127.7 377.2	123.075 (CTAF)



ELEV 23





CATEGORY	A	B	C	D
LNAV MDA	540-1 519 (600-1)		540-1½ 519 (600-1½)	540-1¾ 519 (600-1¾)
CIRCLING	600-1 577 (600-1)		600-1½ 577 (600-1½)	600-2 577 (600-2)

MIRL Rwy 14-32

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4941
229°	TDZE	66
	Apt Elev	66

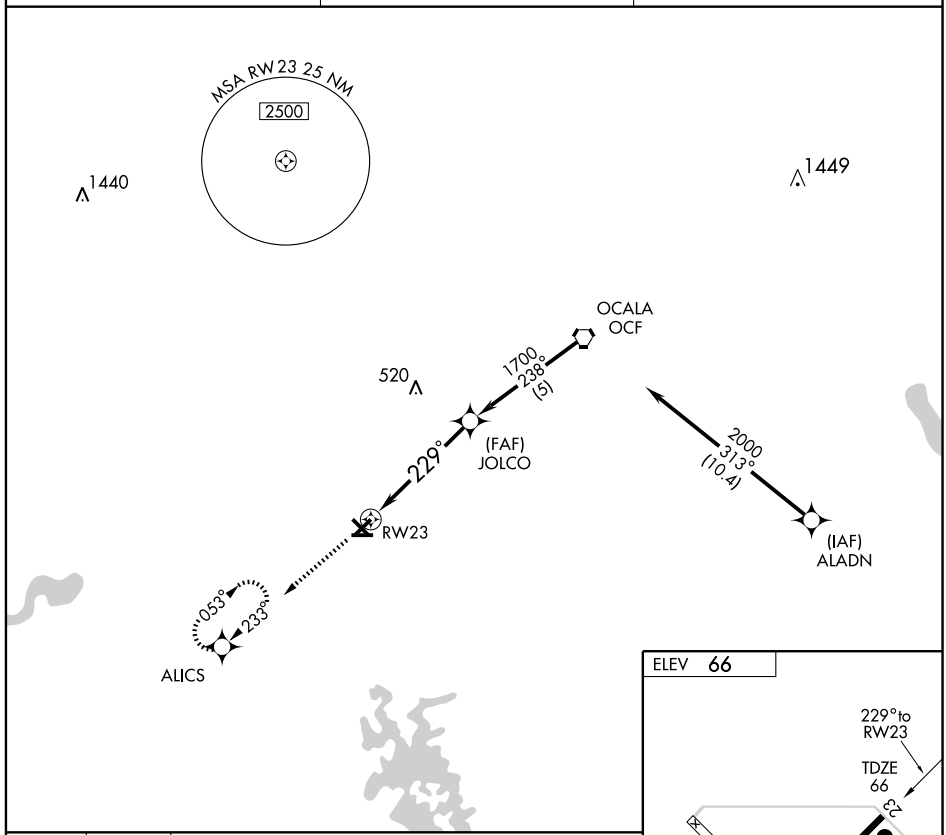
GPS RWY 23

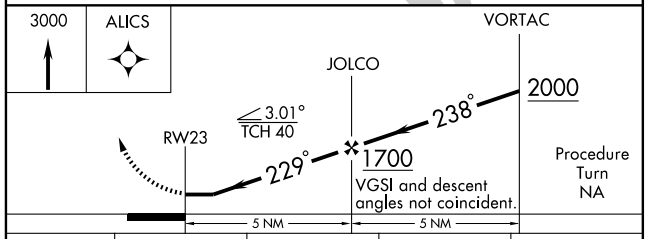
DUNNELLON/MARION CO & PARK OF COMMERCE (X35)

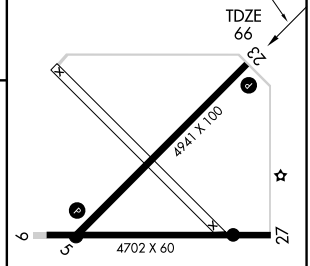
NA Use Ocala Intl-Jim Taylor Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct ALICS WP and hold.

OCALA AWOS-3	JACKSONVILLE APP CON	UNICOM
1128.125	118.6 251.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-23	540-1	474 (500-1)	540-1¼ 474 (500-1¼)	540-1½ 474 (500-1½)
CIRCLING	540-1	474 (500-1)	540-1½ 474 (500-1½)	620-2 554 (600-2)

MIRL Rwy 5-23 L

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC OCF 113.7 Chan 84	APP CRS 229°	Rwy Idg 4941 TDZE 66 Apt Elev 66

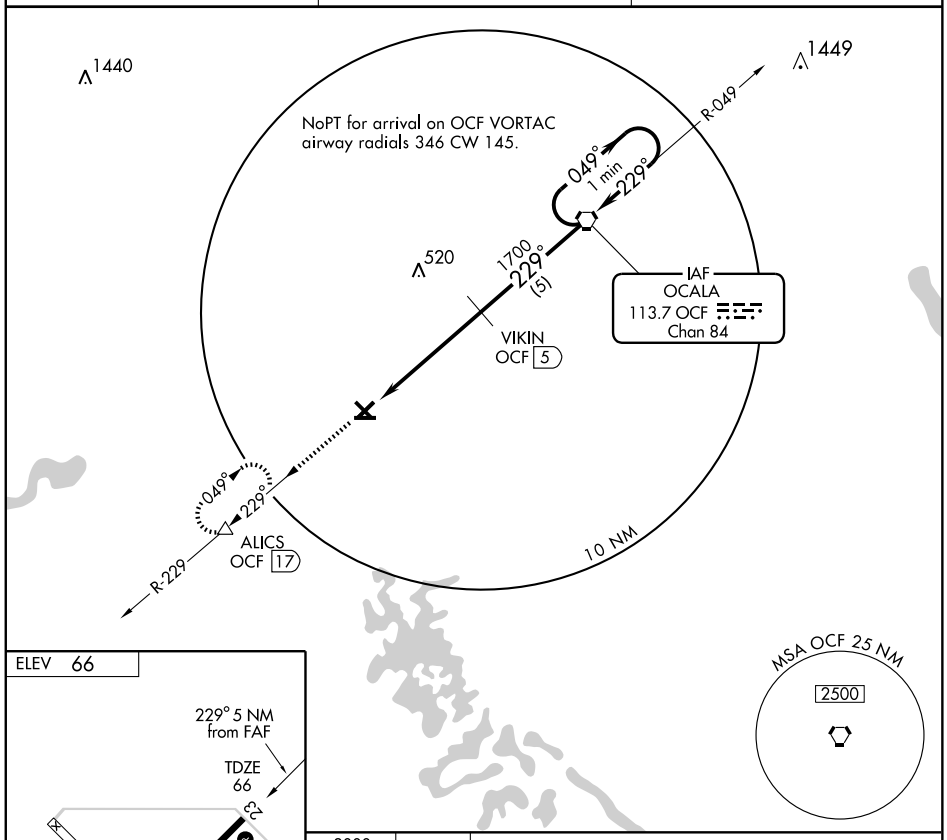
VOR/DME RWY 23

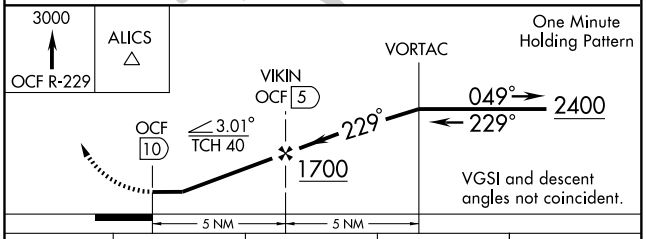
DUNNELLON/MARRION CO & PARK OF COMMERCE (X35)

NA Use Ocala altimeter setting.

MISSED APPROACH: Climb to 3000 via OCF R-229 to ALICS/OCF 17 DME and hold.

OCALA AWOS-3	JACKSONVILLE APP CON	UNICOM
128.125	118.6 251.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-23	540-1 474 (500-1)		540-1¼ 474 (500-1¼)	540-1½ 474 (500-1½)
CIRCLING	540-1 474 (500-1)		540-1½ 474 (500-1½)	620-2 554 (600-2)

MIRL Rwy 5-23 L

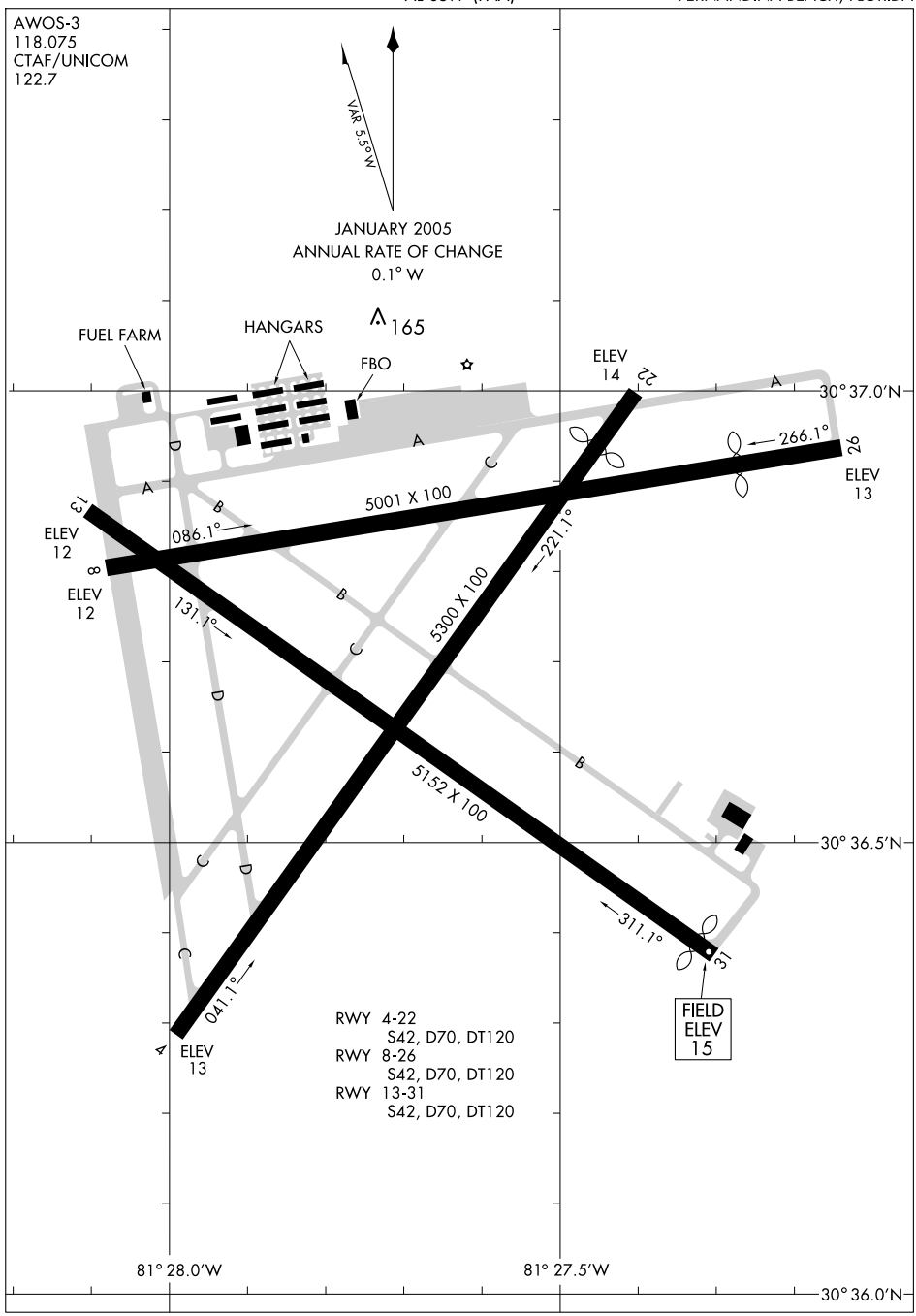
SE-3, 03 JUN 2010 to 01 JUL 2010

10134

AIRPORT DIAGRAM

AL-6597 (FAA)

FERNANDINA BEACH MUNI (FHB)
FERNANDINA BEACH, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5152
CH 50318	131°	TDZE	14
W13A		Apt Elev	16

RNAV (GPS) RWY 13

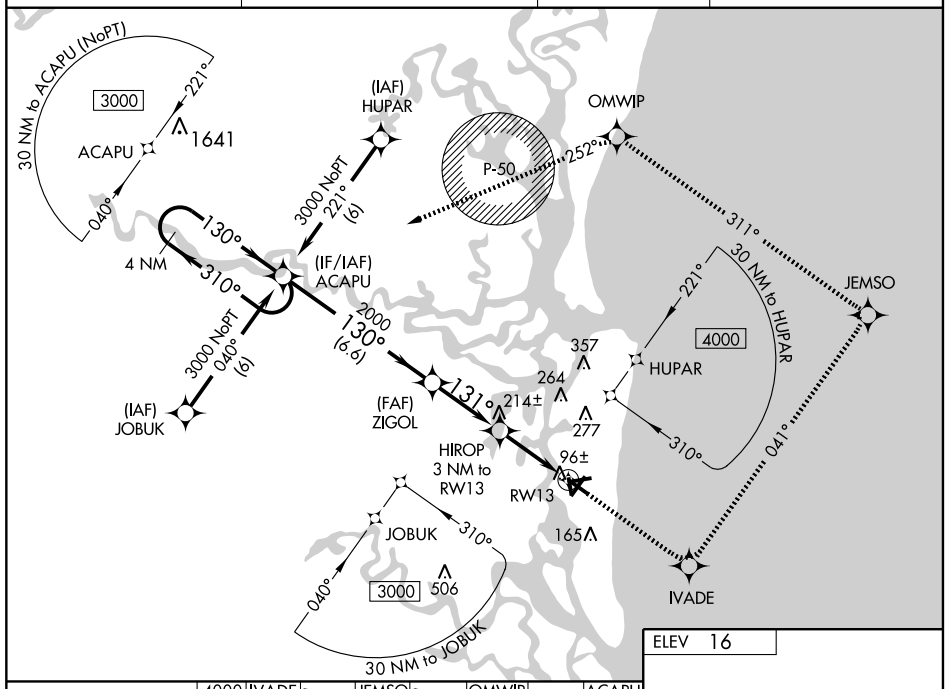
FERNANDINA BEACH MUNI (FHB)

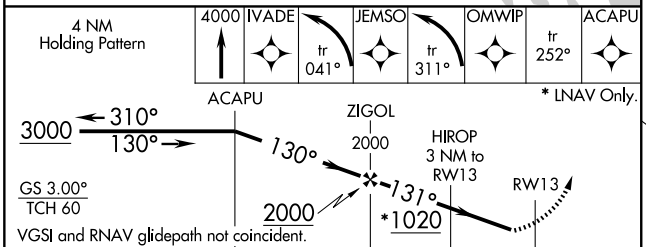
T A NA ASR

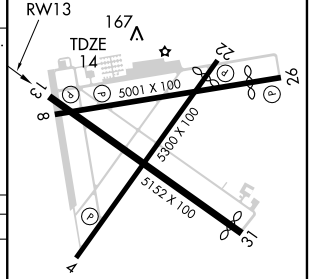
Baro-VNAV NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase LPV DA to 348; LNAV/VNAV DA to 484, increase all MDA 40 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct IVADE and left turn on track 041° to JEMSO and left turn on track 311° to OMWIP and on track 252° to ACAPU and hold.

AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
118.075	127.0 322.4	121.725	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	314-1 300 (300-1)			
LNAV/VNAV DA	450-1½ 436 (500-1½)			
LNAV MDA	420-1 406 (500-1)		420-1¼ 406 (500-1¼)	
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)

REIL Rwys 4 and 13 L
MIRL Rwys 4-22 , 8-26 and 13-31 L

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4849
221°	TDZE	16
	Apt Elev	16

RNAV (GPS) RWY 22

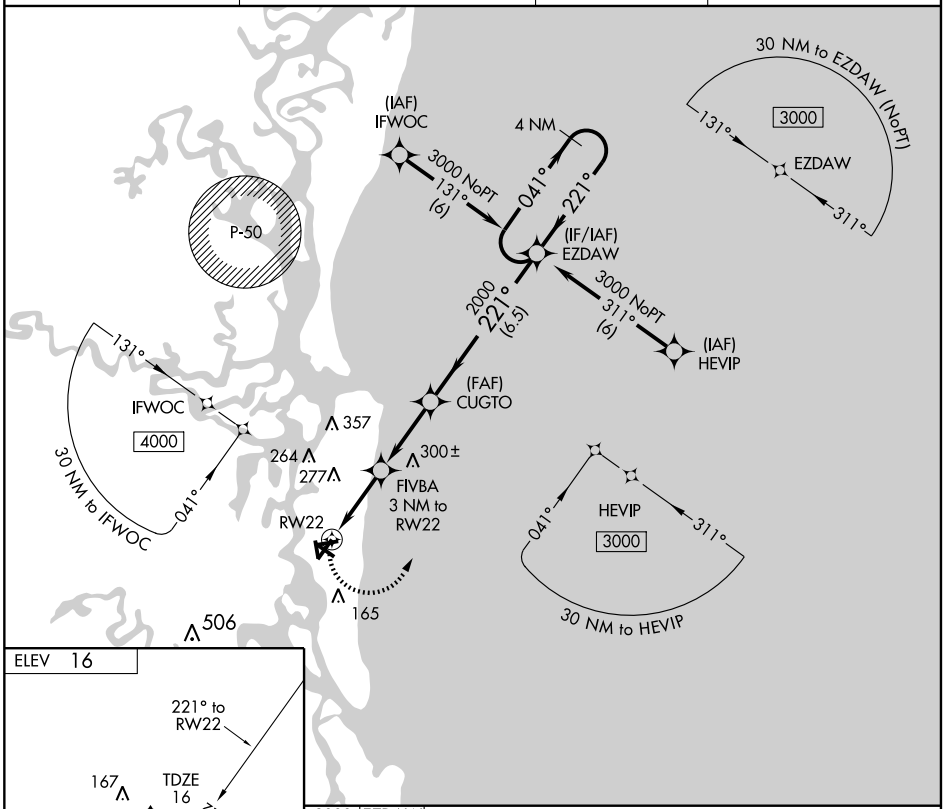
FERNANDINA BEACH MUNI (FHB)

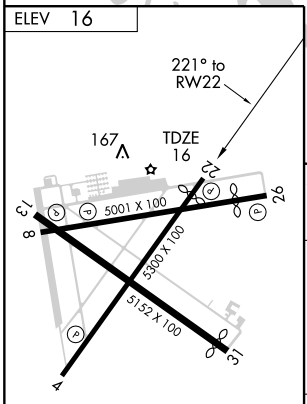
T NA ASR

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 40 feet and LNAV Cat D visibility ¼ mile.

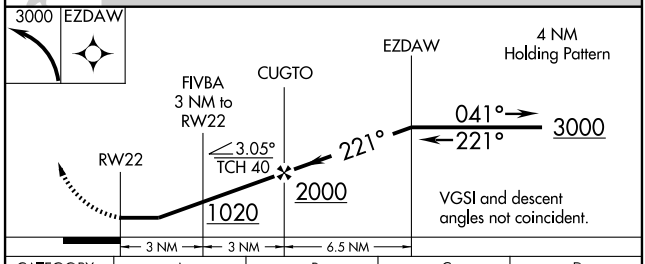
MISSED APPROACH: Climbing left turn 3000 direct EZDAW and hold.

AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
118.075	127.0 322.4	121.725	122.7 (CTAF) L





REIL Rwys 4 and 13 L
MIRL Rwys 4-22 , 8-26 and 13-31 L



CATEGORY	A	B	C	D
LNAV MDA	420-1 404 (500-1)		420-1¼ 404 (500-1¼)	
CIRCLING	480-1 464 (500-1)		480-1½ 464 (500-1½)	580-2 564 (600-2)

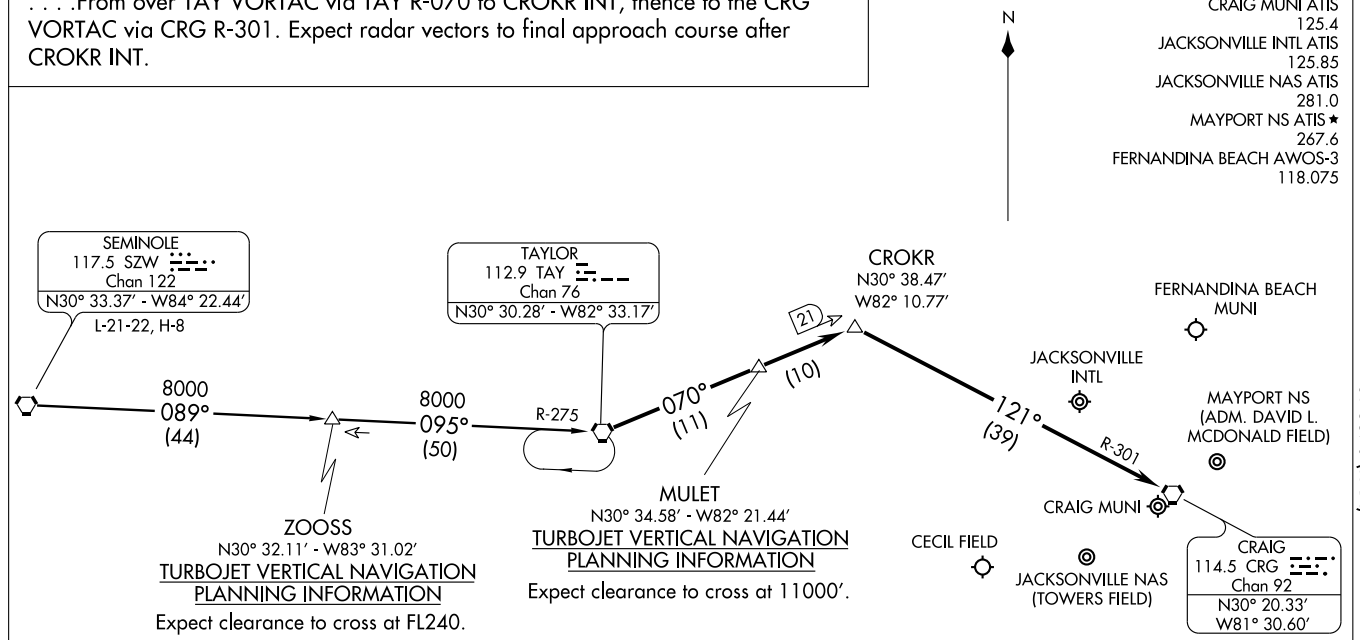
SE-3, 03 JUN 2010 to 01 JUL 2010

TAYLOR TWO ARRIVAL (TAY.TAY2)

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



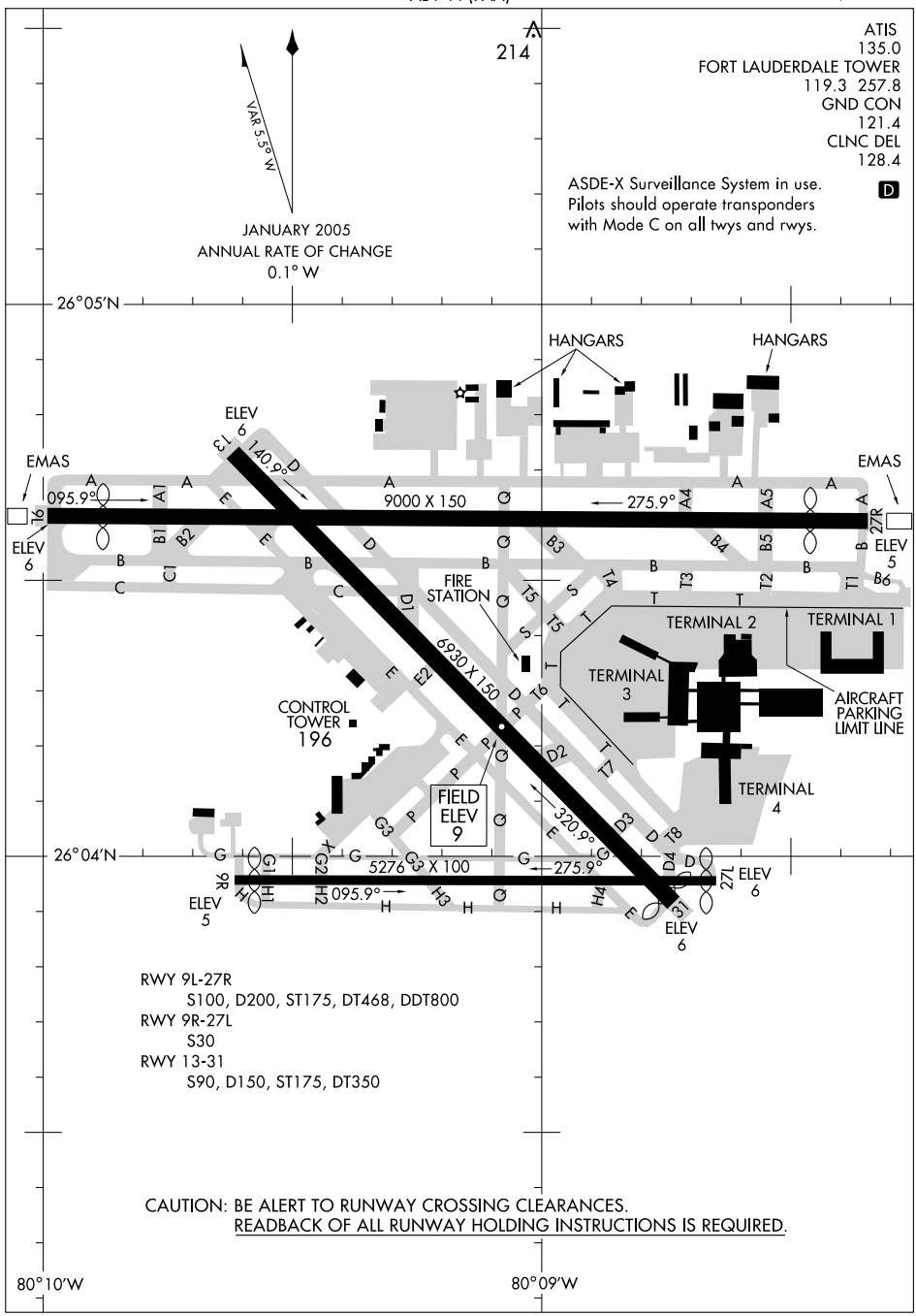
NOTE: DME Required.

NOTE: Chart not to scale.

10042

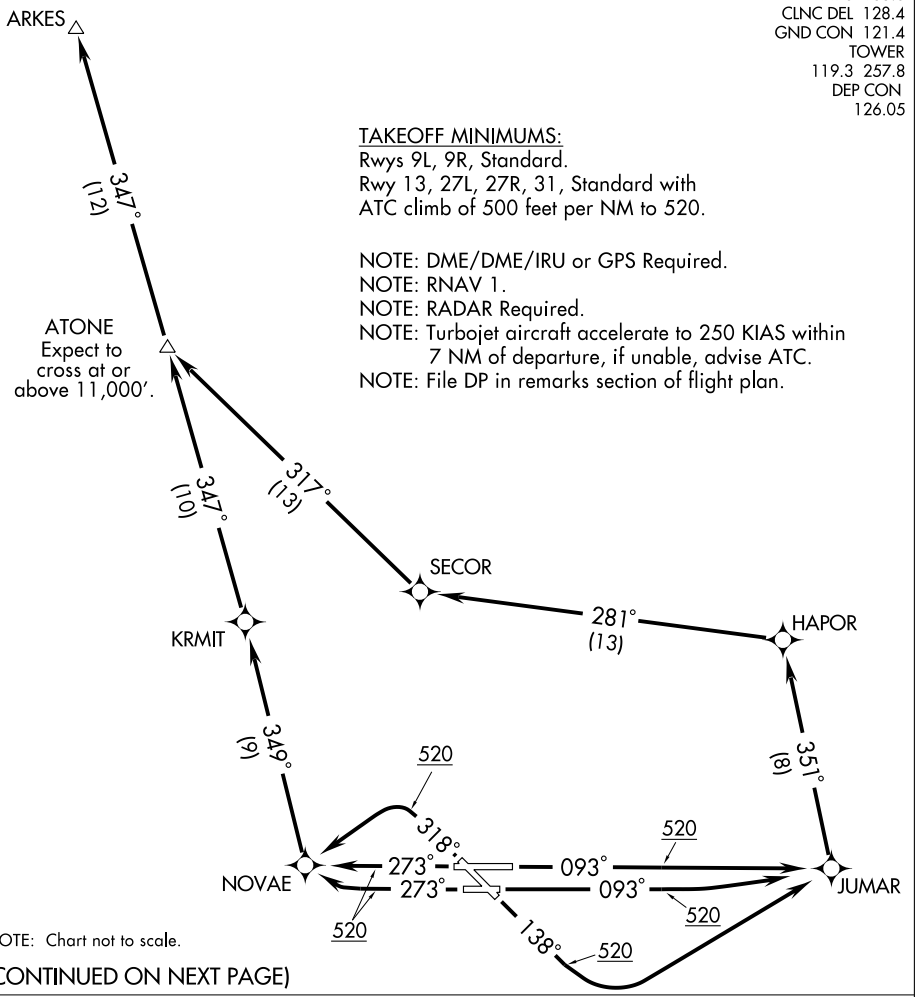
AIRPORT DIAGRAM

FORT LAUDERDALE-HOLLYWOOD INTL (FLL)
FORT LAUDERDALE, FLORIDA
AL-744 (FAA)



SE-3, 03 JUN 2010 to 01 JUL 2010

ATIS 135.0
CLNC DEL 128.4
GND CON 121.4
TOWER
119.3 257.8
DEP CON
126.05



TAKEOFF MINIMUMS:
Rwys 9L, 9R, Standard.
Rwy 13, 27L, 27R, 31, Standard with ATC climb of 500 feet per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet aircraft accelerate to 250 KIAS within 7 NM of departure, if unable, advise ATC.
NOTE: File DP in remarks section of flight plan.

NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

DEPARTURE ROUTE DESCRIPTION

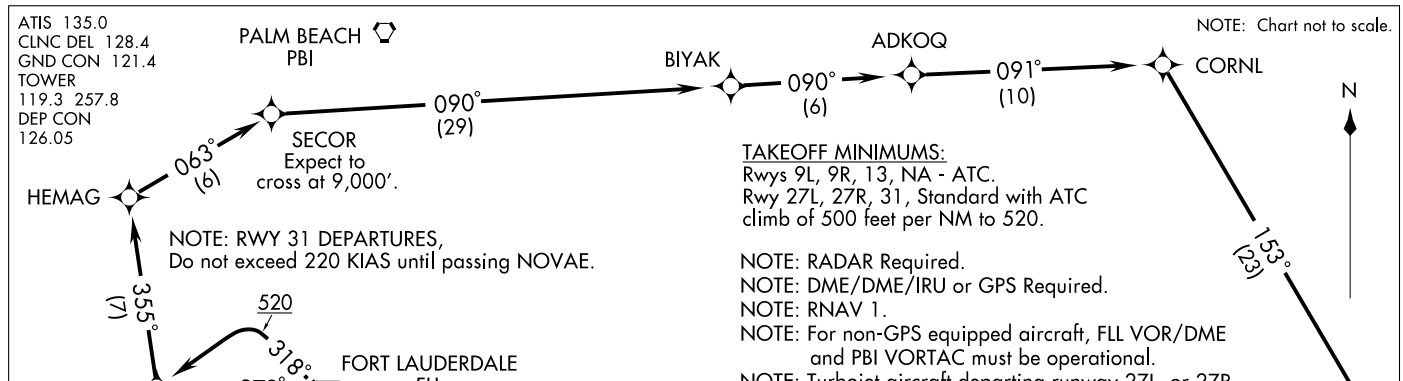
TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then via depicted route, thence....
....Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

SE-3, 03 JUN 2010 to 01 JUL 2010

TAKEOFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469′ from DER, 379′ left of centerline, up to 43′ AGL/47′ MSL. Light pole 1332′ from DER, 634′ right of centerline, 42′ AGL/46′ MSL. Tree 1977′ from DER, 272′ right of centerline, 55′ AGL/59′ MSL.
Rwy 9R: Light pole 545′ from DER, 335′ left of centerline, 27′ AGL/41′ MSL. Tree 783′ from DER, 396′ left of centerline, 30′ AGL/44′ MSL. Antenna on building, fence, light pole, and multiple trees beginning 254′ from DER, 133′ right of centerline, up to 56′ AGL/70′ MSL.
Rwy 13: Multiple trees beginning 844′ from DER, 206′ left of centerline, up to 76′ AGL/80′ MSL. Antenna on building 534′ from DER, 431′ left of centerline, 11′ AGL/20′ MSL. Pole 910′ from DER, on centerline, 30′ AGL/39′ MSL. Railroad crossing arm 1104′ from DER, 14′ right of centerline, 42′ AGL/56′ MSL. Multiple trees and light poles beginning 563′ from DER, 53′ right of centerline, up to 81′ AGL/95′ MSL.
Rwy 27L: Fence 154′ from DER, 120′ left of centerline, 5′ AGL/13′ MSL. Road 212′ from DER, 80′ left of centerline, 11′ AGL/20′ MSL. Sign, multiple buildings, poles and trees beginning 622′ from DER, 227′ left of centerline, up to 97′ AGL/106′ MSL. Bush, multiple light poles, trees, and towers beginning 221′ from DER, 41′ right of centerline, up to 105′ AGL/114′ MSL.
Rwy 27R: Antenna on building, road, railroad, and sign beginning 262′ from DER, 6′ left of centerline, up to 37′ AGL/46′ MSL. Multiple trees beginning 1206′ from DER, 279′ left of centerline, up to 93′ AGL/97′ MSL. Road 584′ from DER, 557′ right of centerline, 24′ AGL/33′ MSL. Multiple trees beginning 2288′ from DER, 848′ right of centerline, up to 103′ AGL/112′ MSL.
Rwy 31: Rod on tower 299′ from DER, 382′ left of centerline, 14′ AGL/23′ MSL. Tree 1332′ from DER, 458′ left of centerline, 34′ AGL/43 MSL. Road 3384′ from DER, 711′ left of centerline, 84′ AGL/94′ MSL. Multiple trees and poles beginning 1180′ from DER, 405′ right of centerline, up to 111′ AGL/116′ MSL.

SE-3, 03 JUN 2010 to 01 JUL 2010



DEPARTURE ROUTE DESCRIPTION

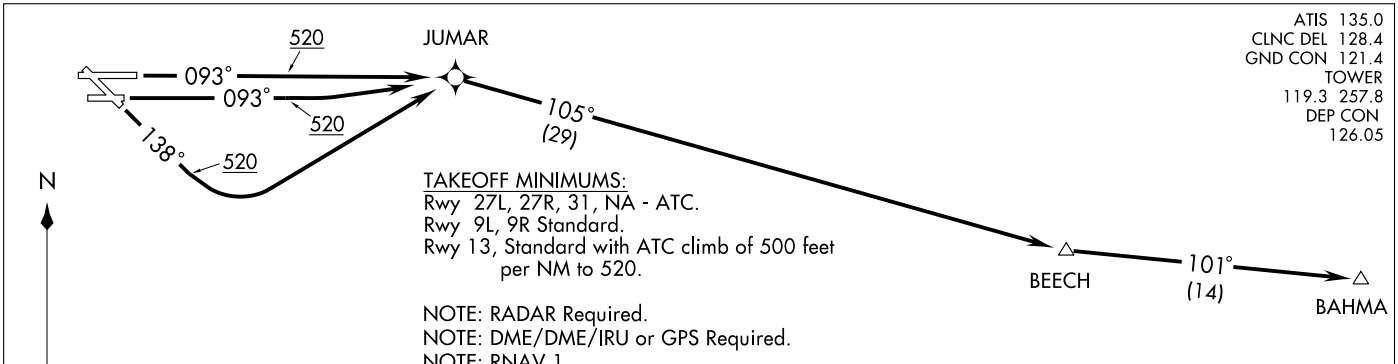
TAKE-OFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKE-OFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKE-OFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, maintain 220 KIAS until passing NOVAE, then right turn via 355° track to HEMAG, then via depicted route, thence....
....Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLE NOTES:

Rwy 27L: Fence 154' from DER, 120' left of centerline, 5' AGL/13' MSL. Road 212' from DER, 80' left of centerline, 11' AGL/20' MSL. Sign, multiple buildings, poles and trees beginning 622' from DER, 227' left of centerline, up to 97' AGL/106' MSL. Bush, multiple light poles, trees, and towers beginning 221' from DER, 41' right of centerline, up to 105' AGL/114' MSL.

Rwy 27R: Antenna on building, road, railroad, and sign beginning 262' from DER, 6' left of centerline, up to 37' AGL/46' MSL. Multiple trees beginning 1206' from DER, 279' left of centerline, up to 93' AGL/97' MSL. Road 584' from DER, 557' right of centerline, 24' AGL/33' MSL. Multiple trees beginning 2288' from DER, 848' right of centerline, up to 103' AGL/112' MSL.

Rwy 31: Rod on tower 299' from DER, 382' left of centerline, 14' AGL/23' MSL. Tree 1332' from DER, 458' left of centerline, 34' AGL/43' MSL. Road 3384' from DER, 711' left of centerline, 84' AGL/94' MSL. Multiple trees and poles beginning 1180' from DER, 405' right of centerline, up to 111' AGL/116' MSL.



DEPARTURE ROUTE DESCRIPTION

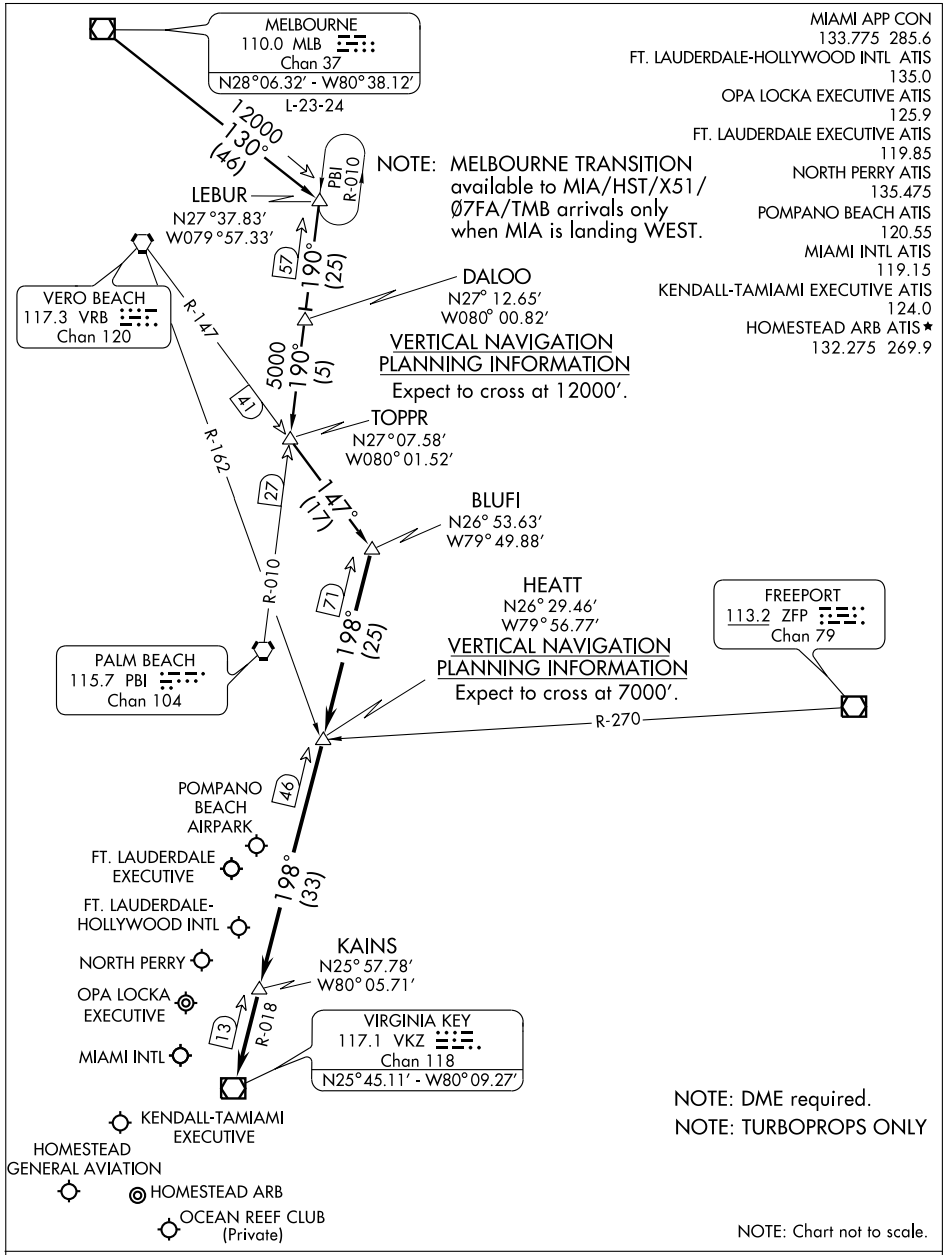
TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then via depicted route, thence....
....Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

TAKE-OFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469' from DER, 379' left of centerline, up to 43' AGL/47' MSL. Light pole 1332' from DER, 634' right of centerline, 42' AGL/46' MSL. Tree 1977' from DER, 272' right of centerline, 55' AGL/59' MSL.

Rwy 9R: Light pole 545' from DER, 335' left of centerline, 27' AGL/41' MSL. Tree 783' from DER, 396' left of centerline, 30' AGL/44' MSL. Antenna on building, fence, light pole, and multiple trees beginning 254' from DER, 133' right of centerline, up to 56' AGL/70' MSL.

Rwy 13: Multiple trees beginning 844' from DER, 206' left of centerline, up to 76' AGL/80' MSL. Antenna on building 534' from DER, 431' left of centerline, 11' AGL/20' MSL. Pole 910' from DER, on centerline, 30' AGL/39' MSL. Railroad crossing arm 1104' from DER, 14' right of centerline, 42' AGL/56' MSL. Multiple trees and light poles beginning 563' from DER, 53' right of centerline, up to 81' AGL/ 95' MSL.



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

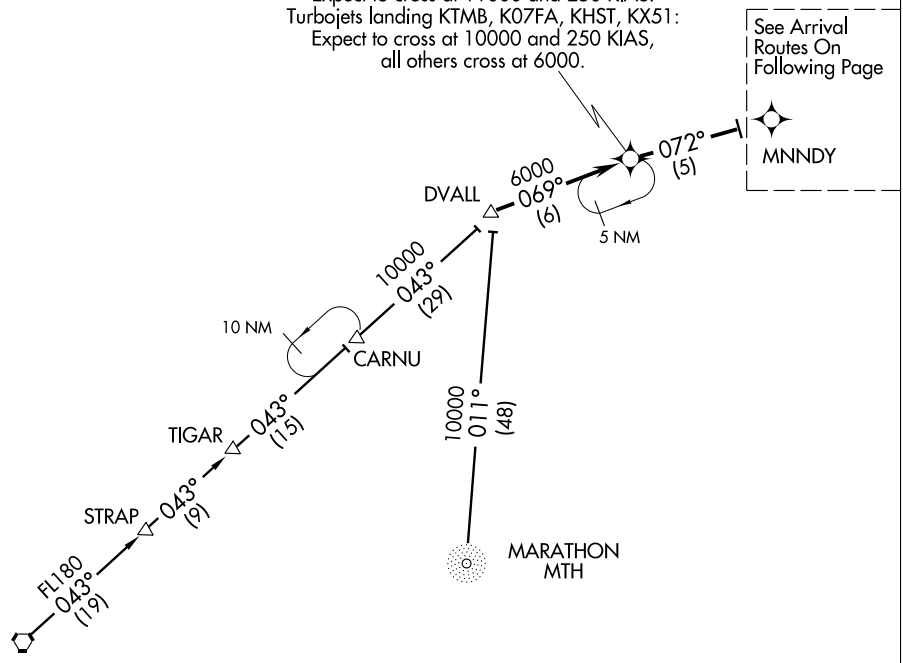
CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.

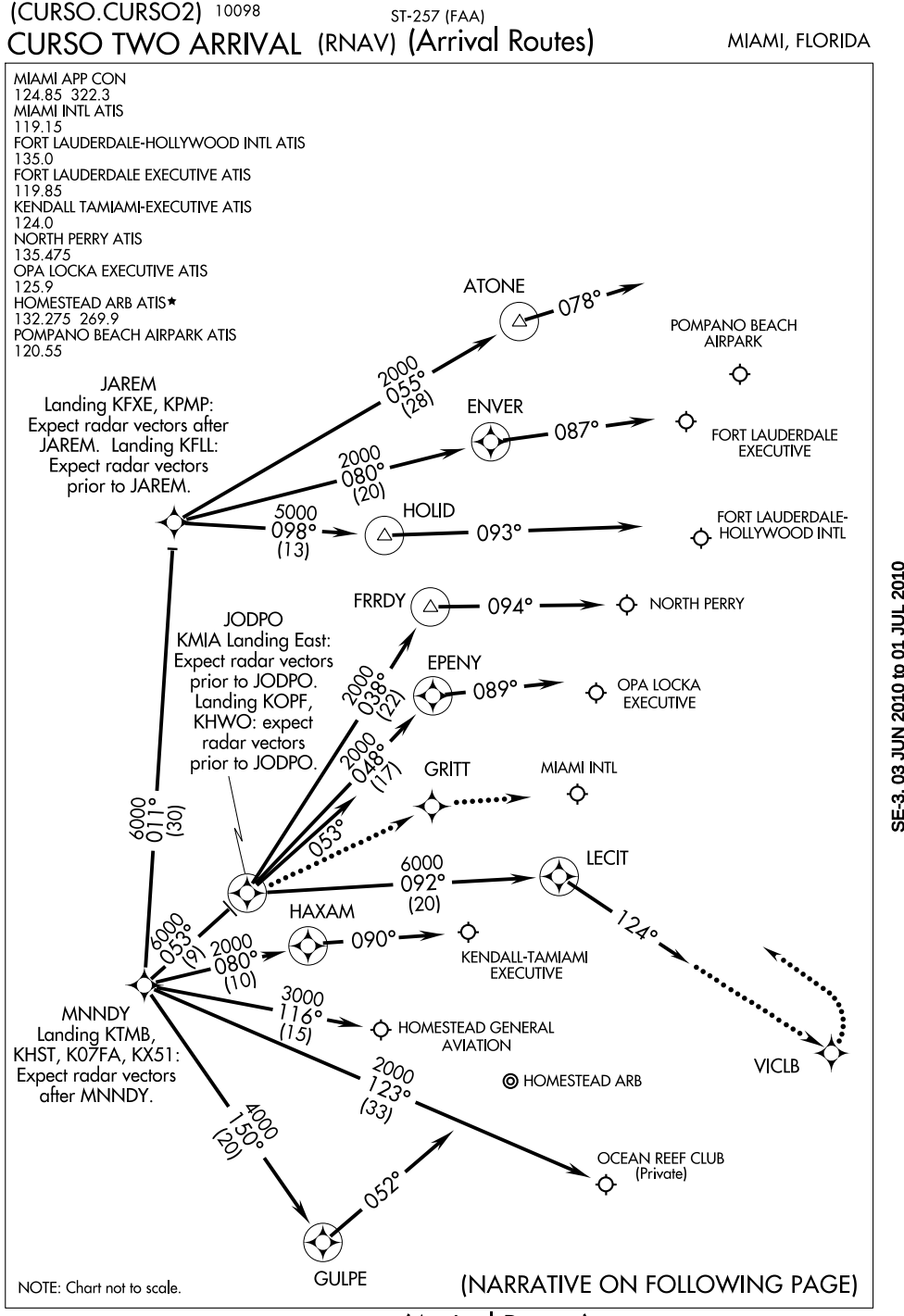


NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

CURSO TWO ARRIVAL (RNAV) (Arrival Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

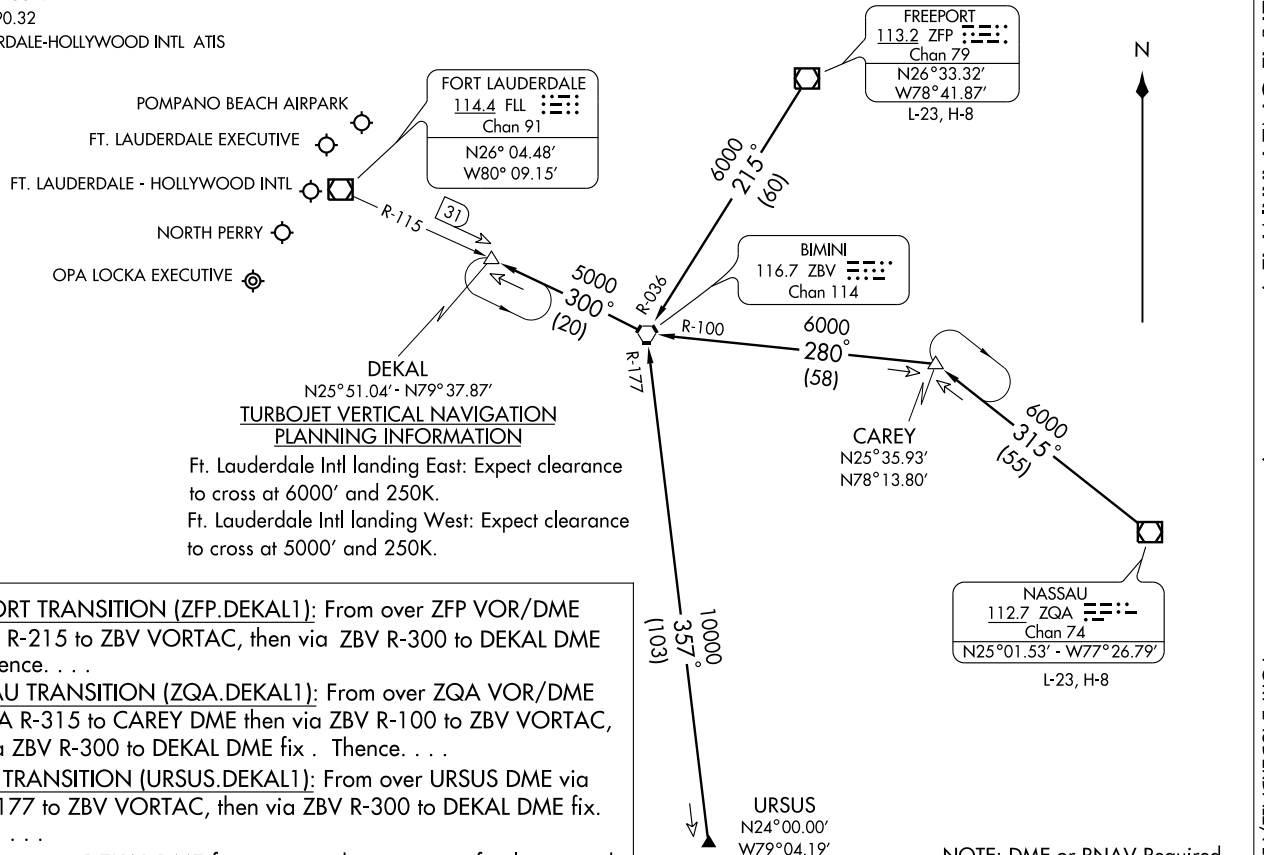
LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

MIAMI APP CON
119.45 290.32
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Ft. Lauderdale Intl landing East: Expect clearance to cross at 6000′ and 250K.

Ft. Lauderdale Intl landing West: Expect clearance to cross at 5000′ and 250K.

FREEPORT TRANSITION (ZFP.DEKAL1): From over ZFP VOR/DME via ZFP R-215 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

NASSAU TRANSITION (ZQA.DEKAL1): From over ZQA VOR/DME via ZQA R-315 to CAREY DME then via ZBV R-100 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix . Thence. . . .

URSUS TRANSITION (URSUS.DEKAL1): From over URSUS DME via ZBV R-177 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

. . . .From over DEKAL DME fix expect radar vectors to final approach course.

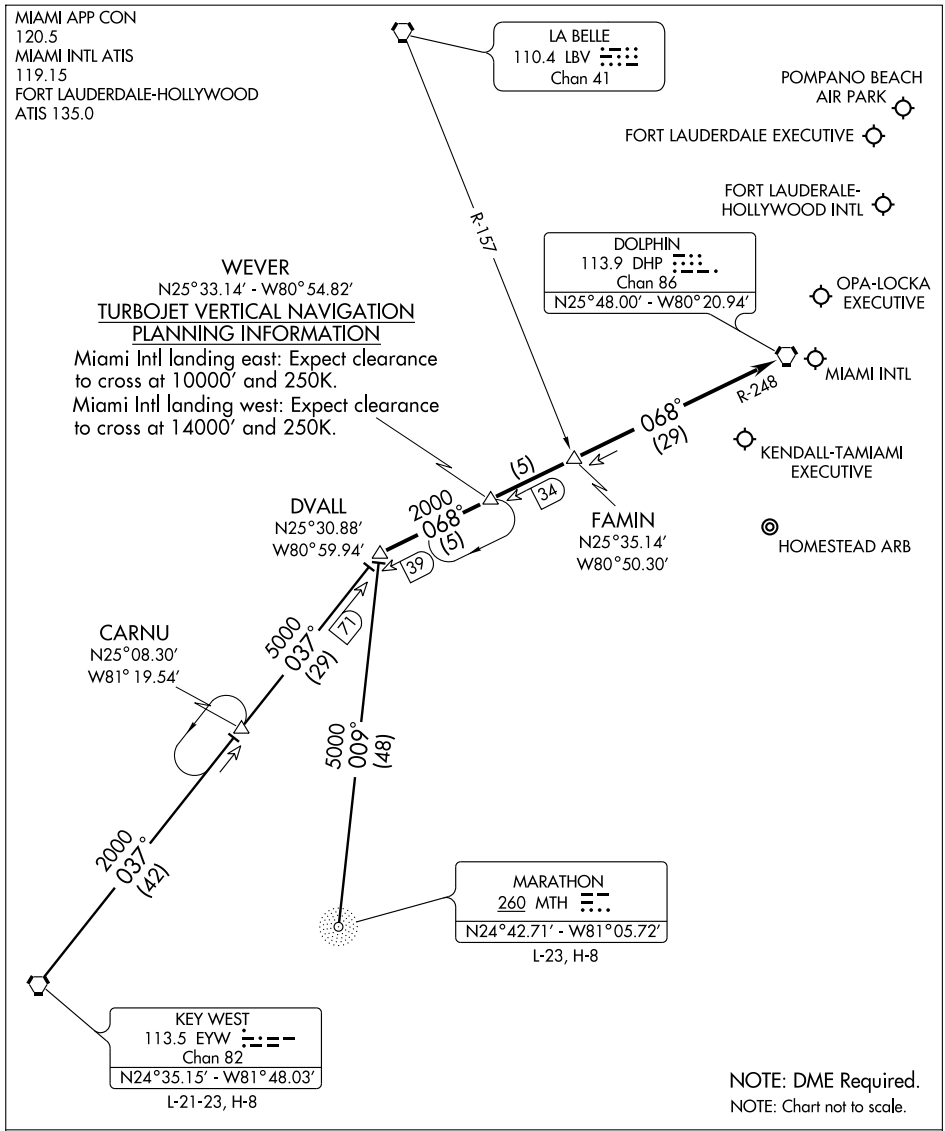
NOTE: DME or RNAV Required.

NOTE: Chart not to scale.

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

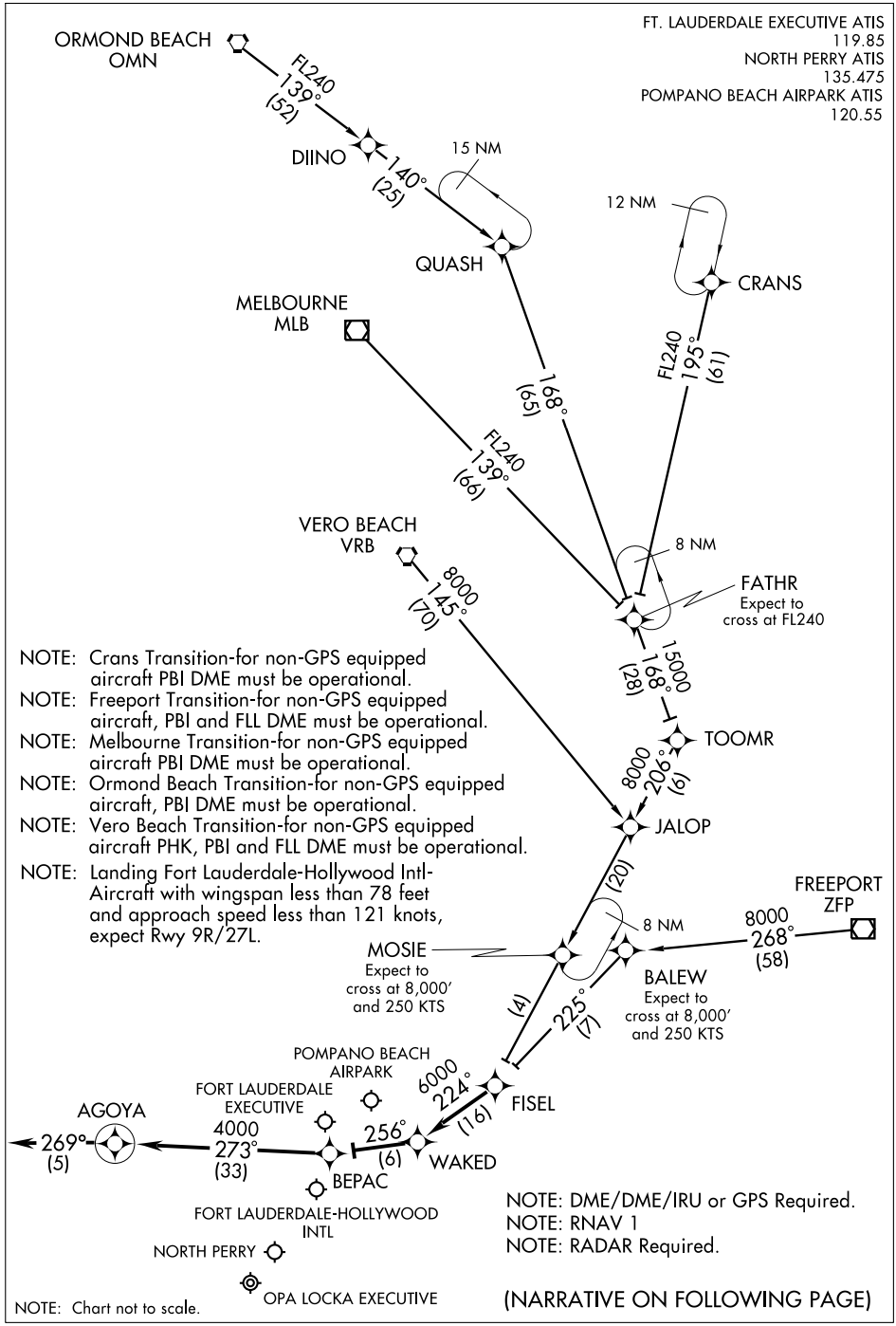
MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



NOTE: Crans Transition-for non-GPS equipped aircraft PBI DME must be operational.

NOTE: Freeport Transition-for non-GPS equipped aircraft, PBI and FLL DME must be operational.

NOTE: Melbourne Transition-for non-GPS equipped aircraft PBI DME must be operational.

NOTE: Ormond Beach Transition-for non-GPS equipped aircraft, PBI DME must be operational.

NOTE: Vero Beach Transition-for non-GPS equipped aircraft PHK, PBI and FLL DME must be operational.

NOTE: Landing Fort Lauderdale-Hollywood Intl-Aircraft with wingspan less than 78 feet and approach speed less than 121 knots, expect Rwy 9R/27L.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

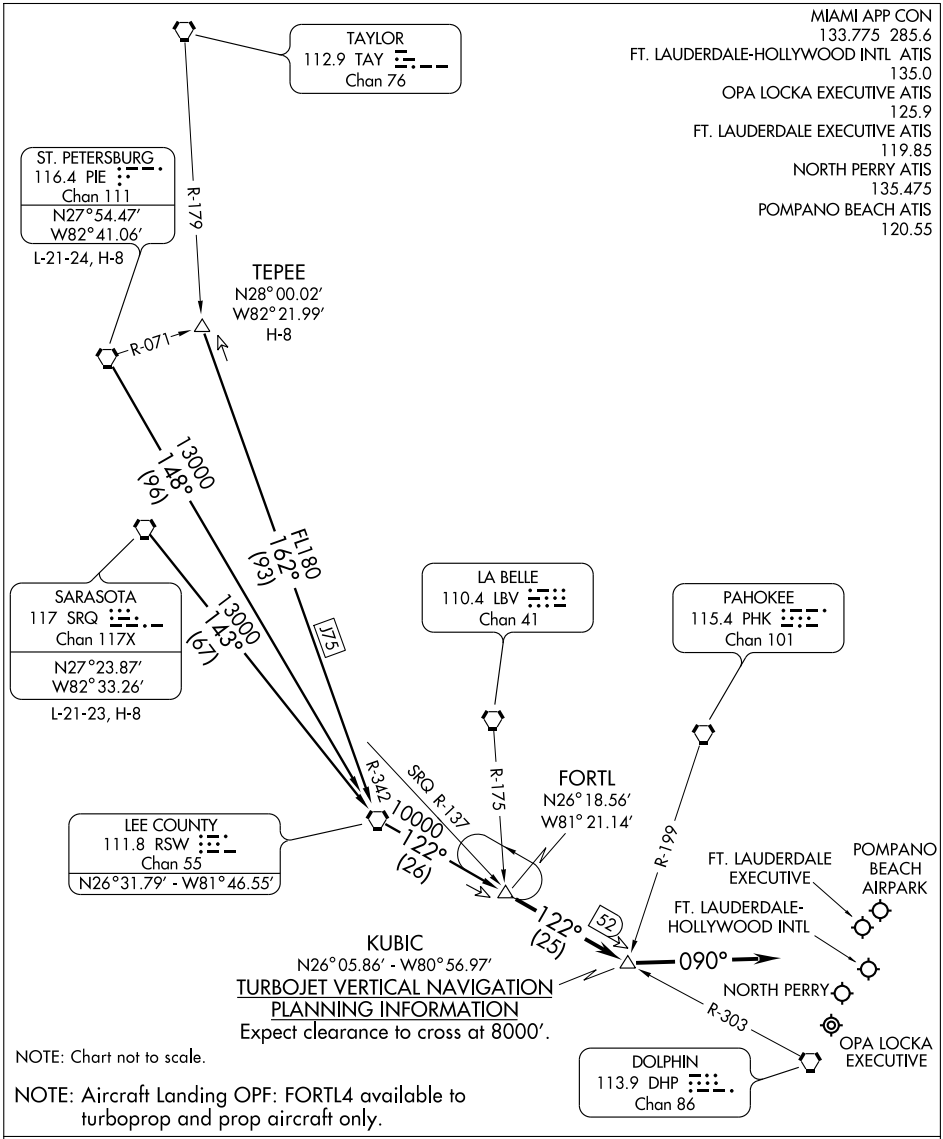
CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3. 03 JUN 2010 to 01 JUL 2010

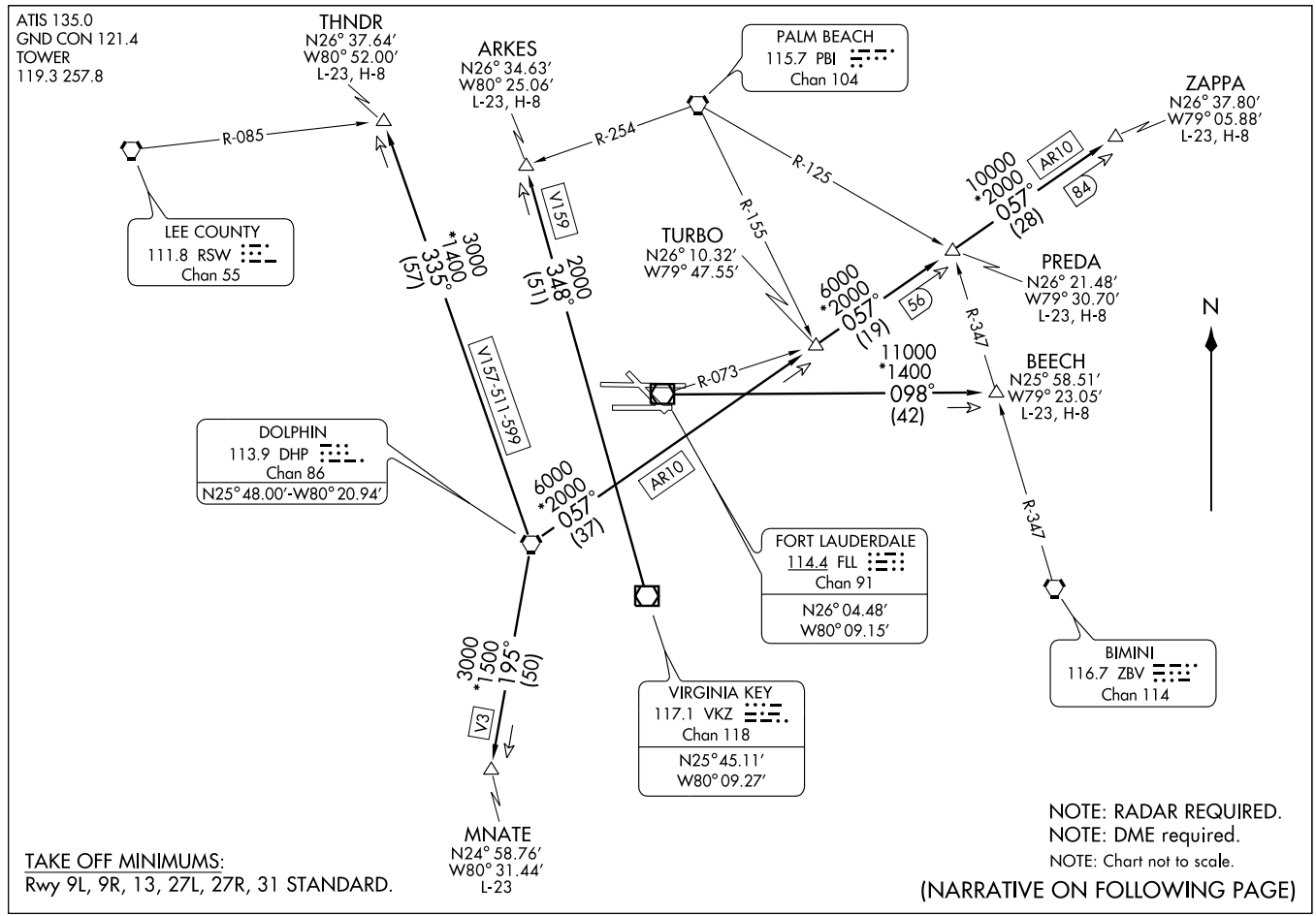


ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.



(FLL1.FLL) 07298

FT. LAUDERDALE ONE DEPARTURE

SL-744 (FAA) FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE ONE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9R/31: Climb on assigned heading. Thence ....

TAKE-OFF RUNWAY 9L: Climb on assigned heading. If assigned left turn, climb to 500 before turning left. Thence ....

TAKE-OFF RUNWAY 13: Climb on assigned heading. If assigned right turn, climb to 800 before turning right. Thence ....

TAKE-OFF RUNWAY 27L: Climb on assigned heading. If assigned left turn climb to 600 before turning left. Thence...

TAKE-OFF RUNWAY 27R: Climb on assigned heading. If assigned left turn, climb to 500 before turning left. Thence...

....Maintain 3000 or assigned lower altitude and expect radar vectors to appropriate transition. Expect further clearance to filed altitude ten minutes after departure.

ARKES TRANSITION (FLL1.ARKES): Intercept VKZ VOR/DME R-348 to ARKES INT. Then as filed.

BEECH TRANSITION (FLL1.BEECH): From FLL VOR/DME via R-098 to BEECH INT. Then as filed.

MNATE TRANSITION (FLL1.MNATE): From over DHP VORTAC via R-195 to MNATE DME fix. Then as filed.

PREDA TRANSITION (FLL1.PREDA): From over DHP VORTAC via R-057 to PREDA INT. Then as filed. If filed via BR70V, expect radar vector to filed route after PREDA. If radio contact is not established by PREDA, turn right heading 120° and join filed route.

THNDR TRANSITION (FLL1.THNDR): From over DHP VORTAC via DHP R-335 to THNDR INT. Then as filed.

ZAPPA TRANSITION (FLL1.ZAPPA): Intercept DHP VORTAC R-057 to ZAPPA. Then as filed.

TAKE-OFF OBSTACLES

NOTE: Rwy 9L: Railroad, light pole and antenna on building beginning 469′ from DER, 379′ left of centerline, up to 43′ AGL/47′ MSL. Light pole 1332′ from DER , 634′ right of centerline, 42′ AGL/46′ MSL. Tree 1977′ from DER, 272′ right of centerline, 55′ AGL/59′ MSL.

NOTE: Rwy 9R: Light pole 545′ from DER 335′ left of centerline, 27′ AGL/ 41′ MSL. Tree 783′ from DER, 396′ left of centerline, 30′ AGL/44′ MSL. Antenna on building, fence, light pole, and multiple trees beginning 254′ from DER, 133′ right of centerline, up to 56′ AGL/70′ MSL.

NOTE: Rwy 13: Multiple trees beginning 844′ from DER, 206′ left of centerline, up to 76′ AGL/80′ MSL. Antenna on building 534′ from DER, 431′ left of centerline, 11′ AGL/20′ MSL. Pole 910′ from DER, on centerline, 30′ AGL/39′ MSL. Railroad crossing arm 1104′ from DER, 14′ right of centerline, 42′ AGL/56′ MSL. Multiple trees and light poles beginning 563′ from DER, 53′ right of centerline, up to 81′ AGL/95′ MSL.

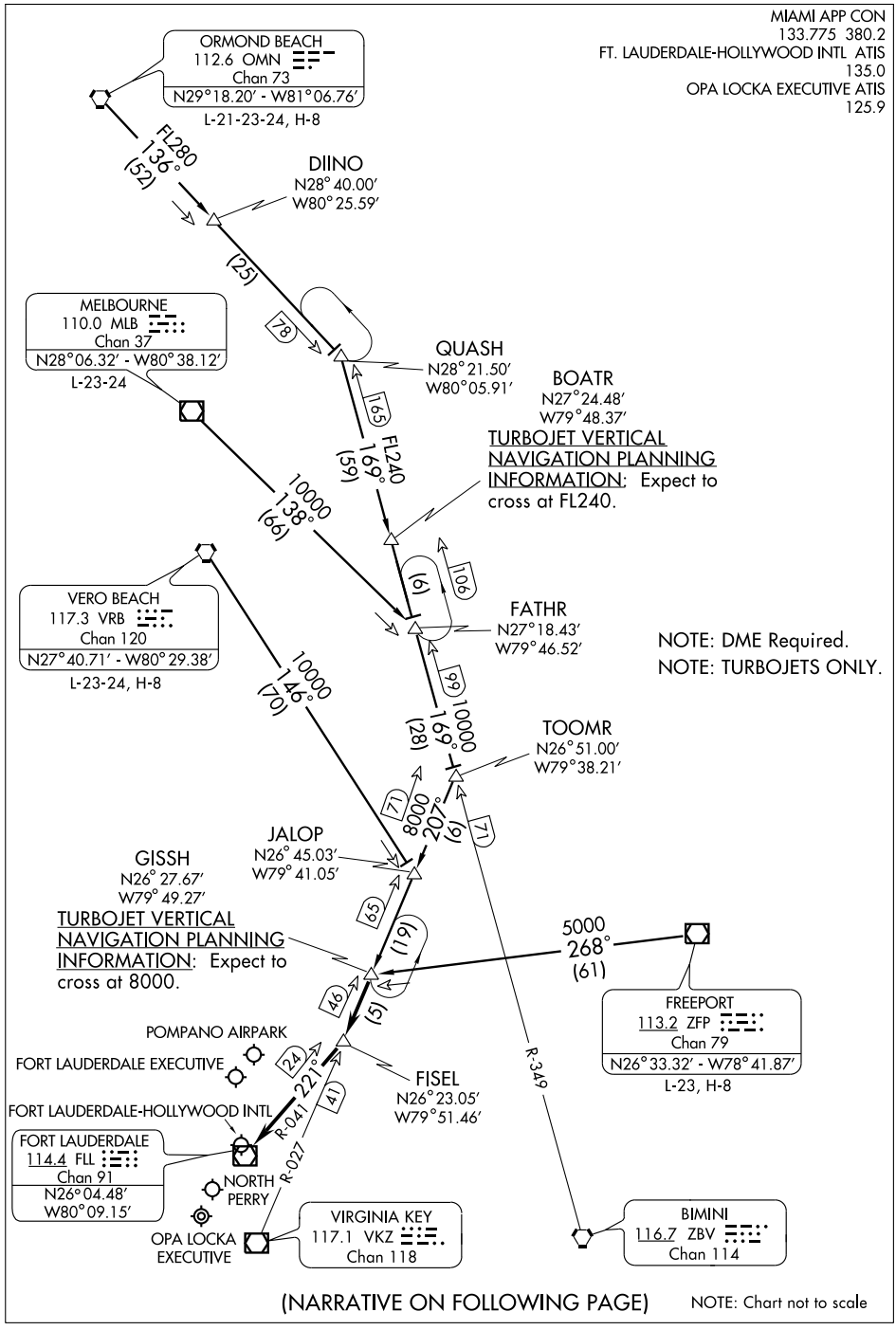
NOTE: Rwy 27L: Fence 154′ from DER, 120′ left of centerline, 5′ AGL/13′ MSL. Vehicle on road 212′ from DER, 80′ left of centerline, 11′ AGL/20′ MSL. Sign, multiple buildings, poles and trees beginning 622′ from DER, 227′ left of centerline, up to 97′ AGL/106′ MSL. Bush, multiple light poles, trees, and towers beginning 221′ from DER, 41′ right of centerline, up to 105′ AGL/114′ MSL.

NOTE: Rwy 27R: Antenna on building, vehicle on road, railroad, and sign beginning 262′ from DER, 6′ left of centerline, up to 37′ AGL/ 46′ MSL. Multiple trees beginning 1206′ from DER, 279′ left of centerline, up to 93′ AGL/97′ MSL. Vehicle on road 584′ from DER, 557′ right of centerline, 24′ AGL/ 33′ MSL. Mulitple trees beginning 2288′ from DER, 848′ right of centerline, up to 103′ AGL/112′ MSL.

NOTE: Rwy 31: Rod on tower 299′ from DER, 382′ left of centerline, 14′ AGL/23′ MSL. Tree 1332′ from DER, 458′ left of centerline, 34′ AGL/43′ MSL. Vehicle on road 3384′ from DER, 711′ left of centerline, 84′ AGL/94′ MSL. Multiple trees and poles beginning 1180′ from DER, 405′ right of centerline, up to 111′ AGL/116′ MSL.

SE-3, 03 JUN 2010 to 01 JUL 2010

MIAMI APP CON
133.775 380.2
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
OPA LOCKA EXECUTIVE ATIS
125.9



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

LOC/DME I-LHI	APP CRS	Rwy Idg	8423
110.1	093°	TDZE	7
Chan 38		Apt Elev	9

ILS or LOC RWY 9L

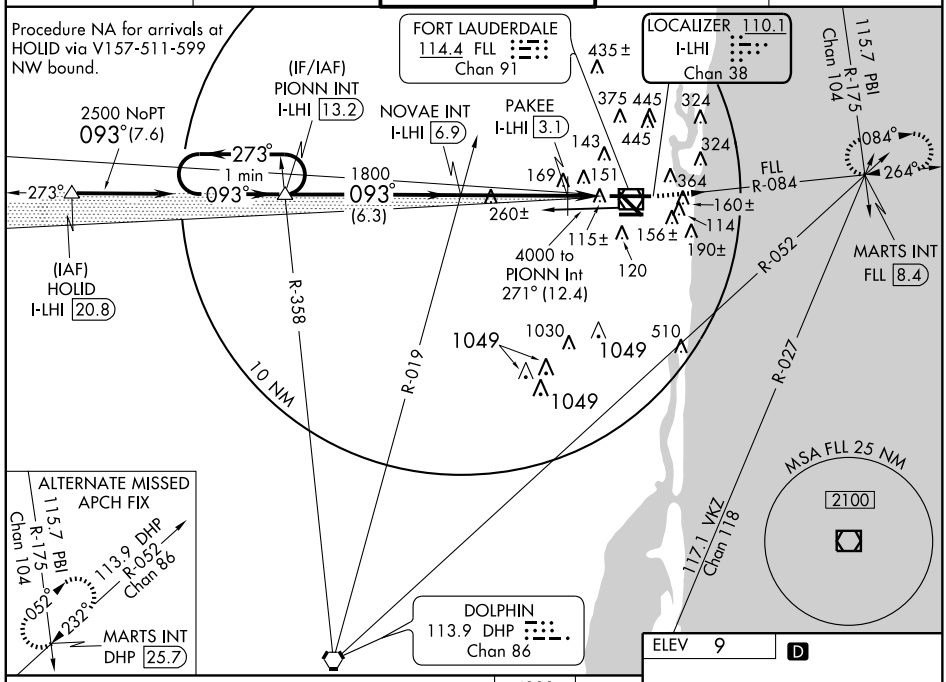
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

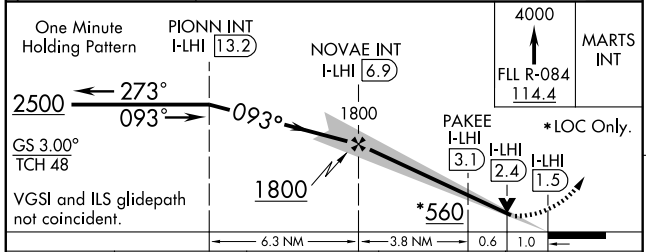
Visibility reduction by helicopters NA. Inoperative table does not apply to S-ILS 9L. LOC minimums: For inoperative MALSR increase S-LOC 9L Cats. A, B visibility to RVR 5000. PAKEE FIX minimums: For inoperative MALSR increase S-LOC 9L Cats. A, B, C visibility to RVR 5000.

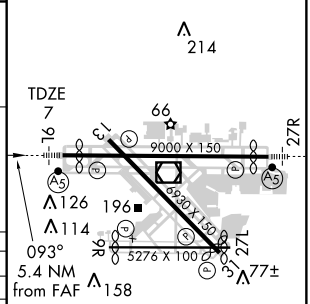
MALSR

MISSED APPROACH: Climb to 4000 via FLL R-084 to MARTS Int/FLL 8.4 DME and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
S-ILS 9L	257/40 250 (300-¾)			
S-LOC 9L	560/40 553 (600-¾)		560/50 553 (600-1)	560/60 553 (600-1¼)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)
PAKEE FIX MINIMUMS				
S-LOC 9L	380/40 373 (400-¾)			
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-UDL	APP CRS	Rwy Idg	8394
110.7	273°	TDZE	7
Chan 44		Apt Elev	9

ILS or LOC RWY 27R

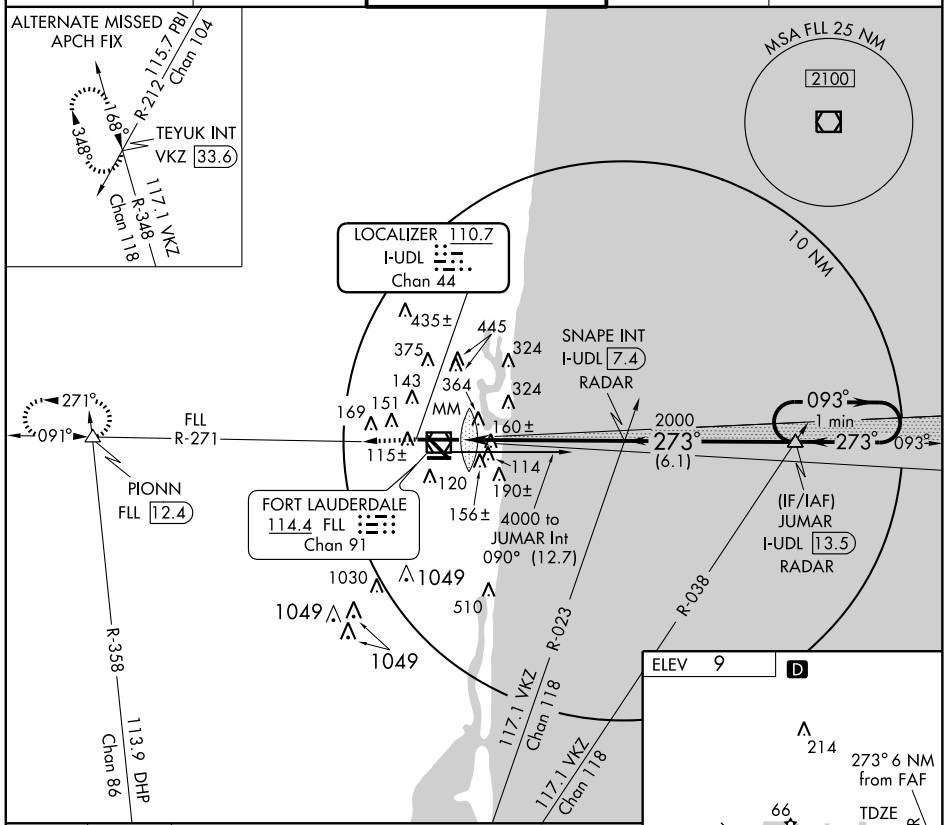
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

Inoperative table does not apply to S-ILS 27R. For inoperative MALSR, increase S-LOC 27R Cats. A,B visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 4000 via FLL R-271 to PIONN Int/FLL 12.4 DME and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4



REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

CATEGORY	A	B	C	D
S-ILS 27R	257/40	250 (300-¾)		
S-LOC 27R	420/40	413 (500-¾)		
CIRCLING	680-1	671 (700-1)	680-2 671 (700-2)	700-2¼ 691 (700-2¼)

FAF to MAP 6 NM

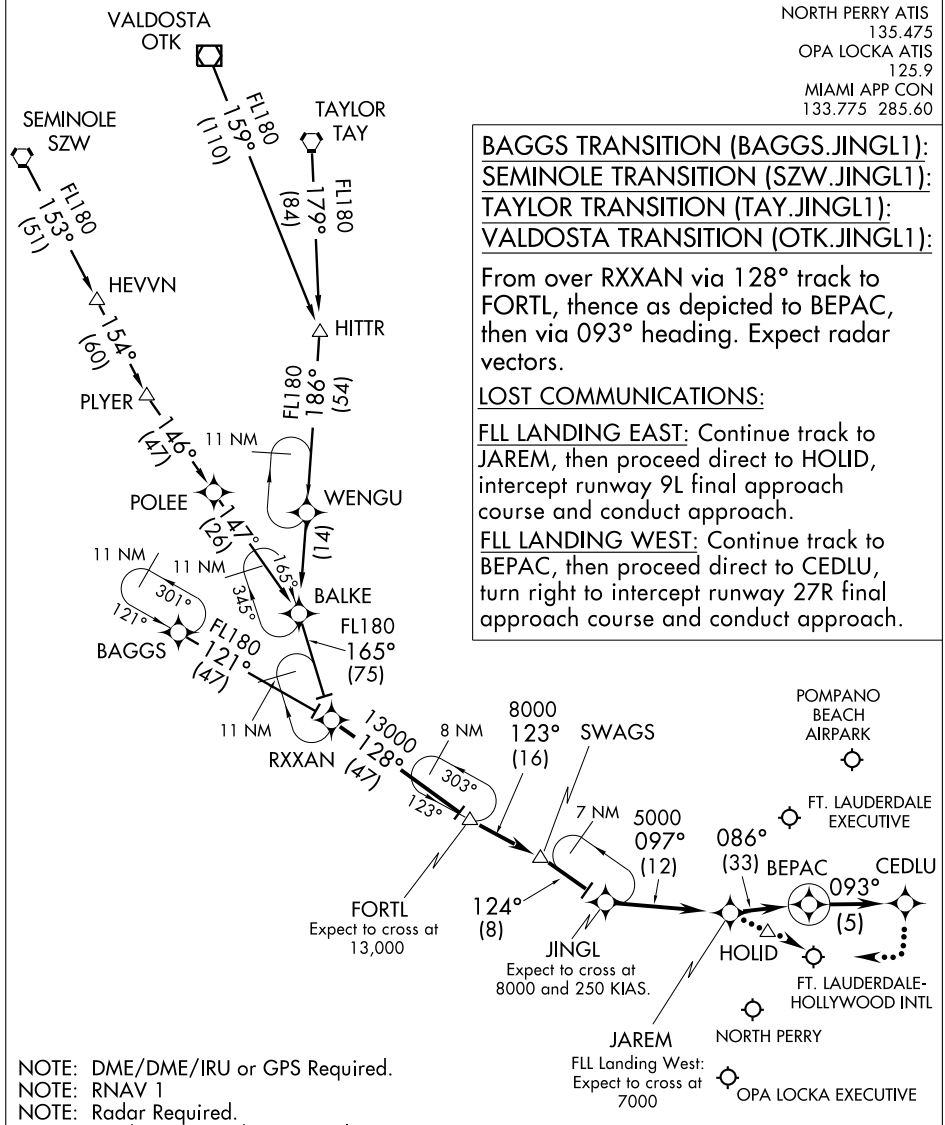
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3, 03 JUN 2010 to 01 JUL 2010

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS 135.0
FT. LAUDERDALE EXECUTIVE ATIS 119.85
POMPANO BEACH AIRPARK ATIS 120.55
NORTH PERRY ATIS 135.475
OPA LOCKA ATIS 125.9
MIAMI APP CON 133.775 285.60



BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-LID	APP CRS	Rwy Idg	6930
109.35	138°	TDZE	7
		Apt Elev	9

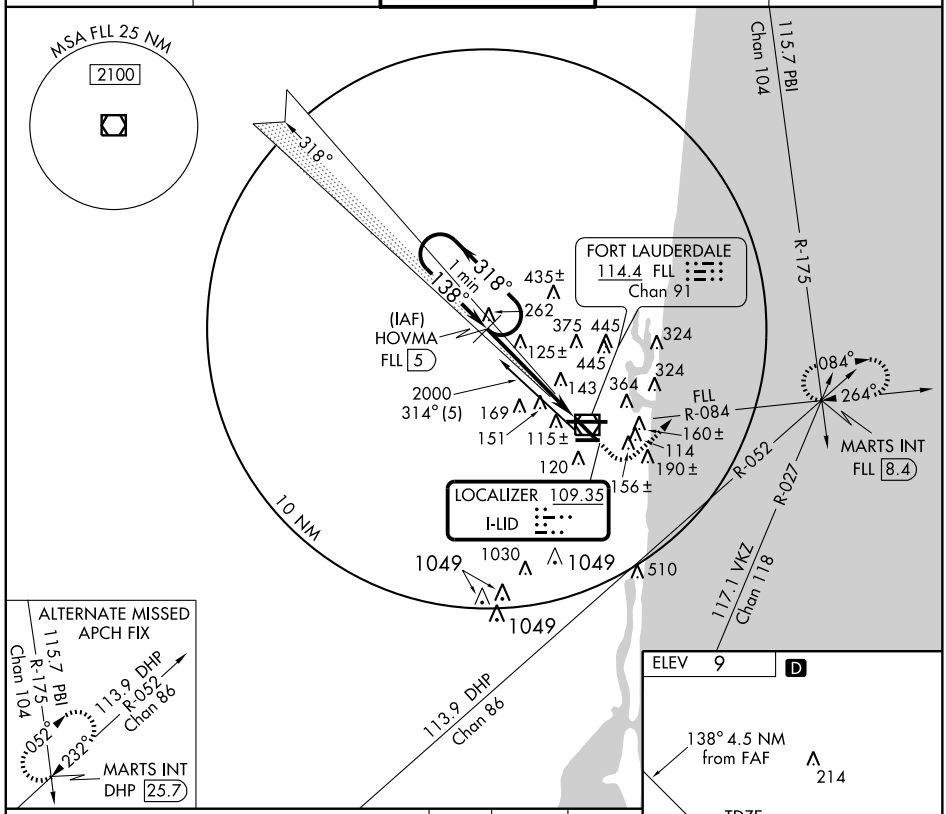
LOC/DME RWY 13

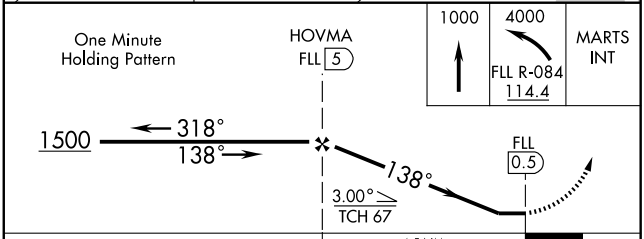
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

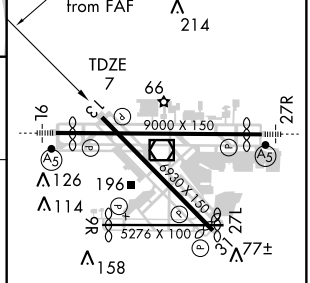
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 via FLL R-084 to MARTS Int/FLL 8.4 DME and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
S-13	380-1 373 (400-1)			380-1¼ 373 (400-1¼)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 03 JUN 2010 to 01 JUL 2010

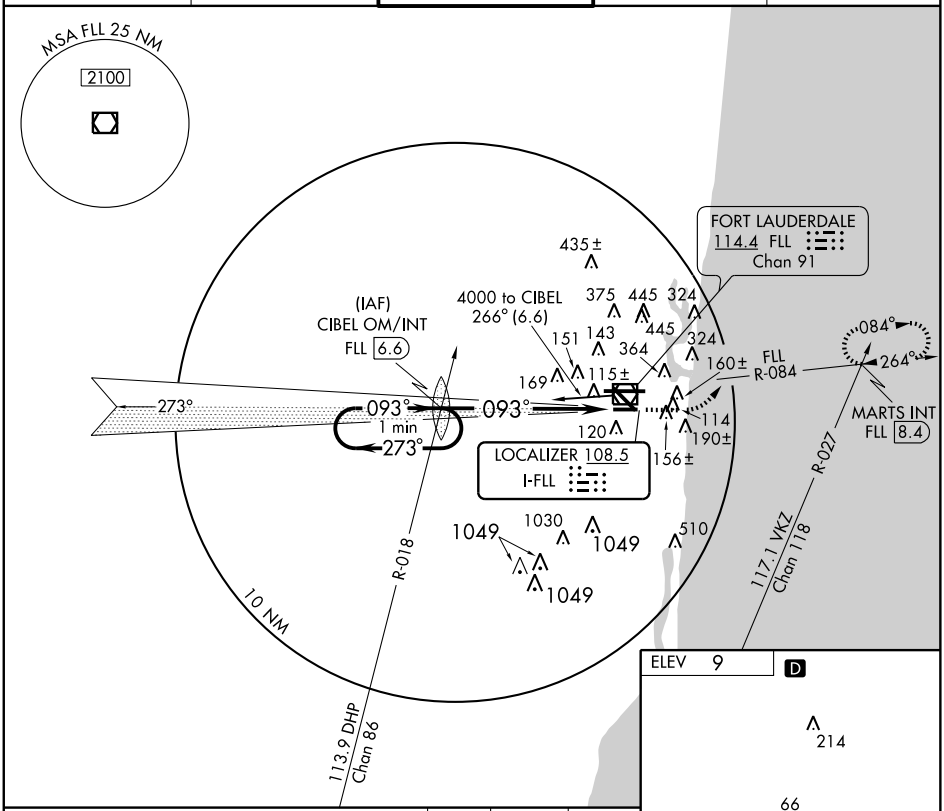
LOC I-FLL	APP CRS	Rwy Idg	4956
108.5	093°	TDZE	6
		Apt Elev	9

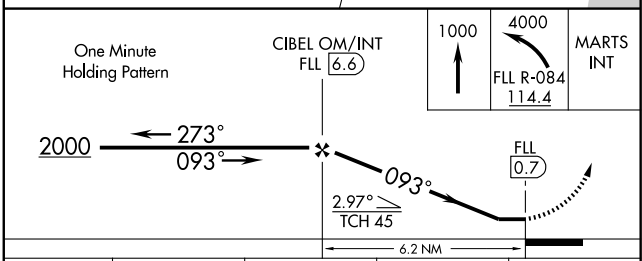
LOC RWY 9R

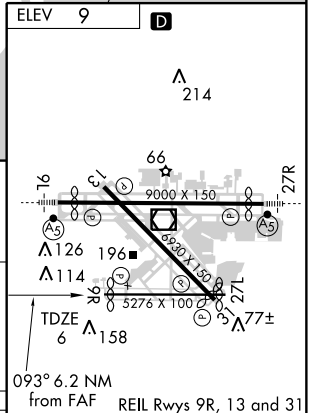
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 via FLL R-084 to MARTS Int/FLL 8.4 DME and hold.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

FAF to MAP 6.2 NM

Knots	60	90	120	150	180
Min:Sec	6:12	4:08	3:06	2:29	2:04

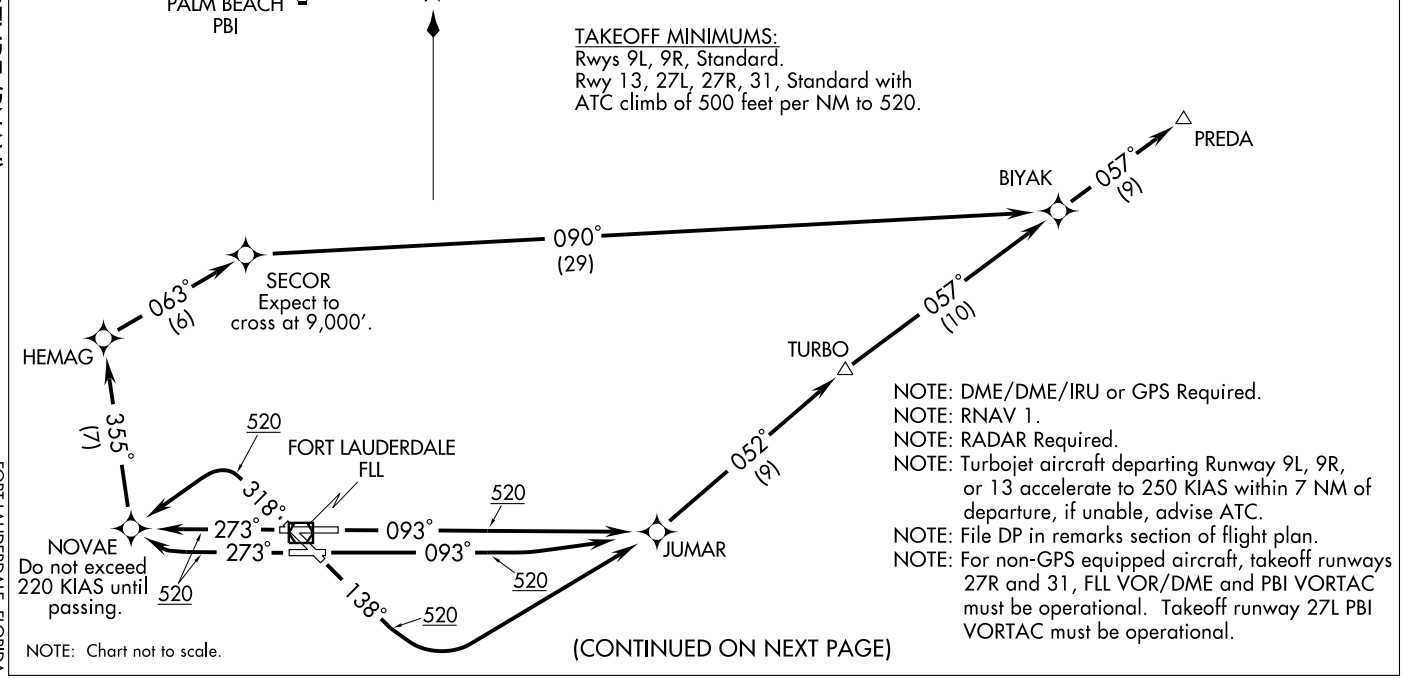
CATEGORY	A	B	C	D
S-9R	580-1 574 (600-1)		580-1½ 574 (600-1½)	580-1¾ 574 (600-1¾)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	720-2¼ 711 (800-2¼)

SE-3, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

ATIS 135.0
CLNC DEL 128.4
GND CON 121.4
TOWER 119.3 257.8
DEP CON 126.05

TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then right turn via 355° track to HEMAG, then via depicted route, thence....
....Maintain 3000 or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.



(CONTINUED ON NEXT PAGE)

TAKEOFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469′ from DER, 379′ left of centerline, up to 43′ AGL/47′ MSL. Light pole 1332′ from DER, 634′ right of centerline, 42′ AGL/46′ MSL. Tree 1977′ from DER, 272′ right of centerline, 55′ AGL/59′ MSL.
Rwy 9R: Light pole 545′ from DER, 335′ left of centerline, 27′ AGL/41′ MSL. Tree 783′ from DER, 396′ left of centerline, 30′ AGL/44′ MSL. Antenna on building, fence, light pole, and multiple trees beginning 254′ from DER, 133′ right of centerline, up to 56′ AGL/70′ MSL.
Rwy 13: Multiple trees beginning 844′ from DER, 206′ left of centerline, up to 76′ AGL/80′ MSL. Antenna on building 534′ from DER, 431′ left of centerline, 11′ AGL/20′ MSL. Pole 910′ from DER, on centerline, 30′ AGL/39′ MSL. Railroad crossing arm 1104′ from DER, 14′ right of centerline, 42′ AGL/56′ MSL. Multiple trees and light poles beginning 563′ from DER, 53′ right of centerline, up to 81′ AGL/95′ MSL.
Rwy 27L: Fence 154′ from DER, 120′ left of centerline, 5′ AGL/13′ MSL. Road 212′ from DER, 80′ left of centerline, 11′ AGL/20′ MSL. Sign, multiple buildings, poles and trees beginning 622′ from DER, 227′ left of centerline, up to 97′ AGL/106′ MSL. Bush, multiple light poles, trees, and towers beginning 221′ from DER, 41′ right of centerline, up to 105′ AGL/114′ MSL.
Rwy 27R: Antenna on building, road, railroad, and sign beginning 262′ from DER, 6′ left of centerline, up to 37′ AGL/46′ MSL. Multiple trees beginning 1206′ from DER, 279′ left of centerline, up to 93′ AGL/97′ MSL. Road 584′ from DER, 557′ right of centerline, 24′ AGL/33′ MSL. Multiple trees beginning 2288′ from DER, 848′ right of centerline, up to 103′ AGL/112′ MSL.
Rwy 31: Rod on tower 299′ from DER, 382′ left of centerline, 14′ AGL/23′ MSL. Tree 1332′ from DER, 458′ left of centerline, 34′ AGL/43 MSL. Road 3384′ from DER, 711′ left of centerline, 84′ AGL/94′ MSL. Multiple trees and poles beginning 1180′ from DER, 405′ right of centerline, up to 111′ AGL/116′ MSL.

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6930
CH 53712	138°	TDZE	7
W13A		Apt Elev	9

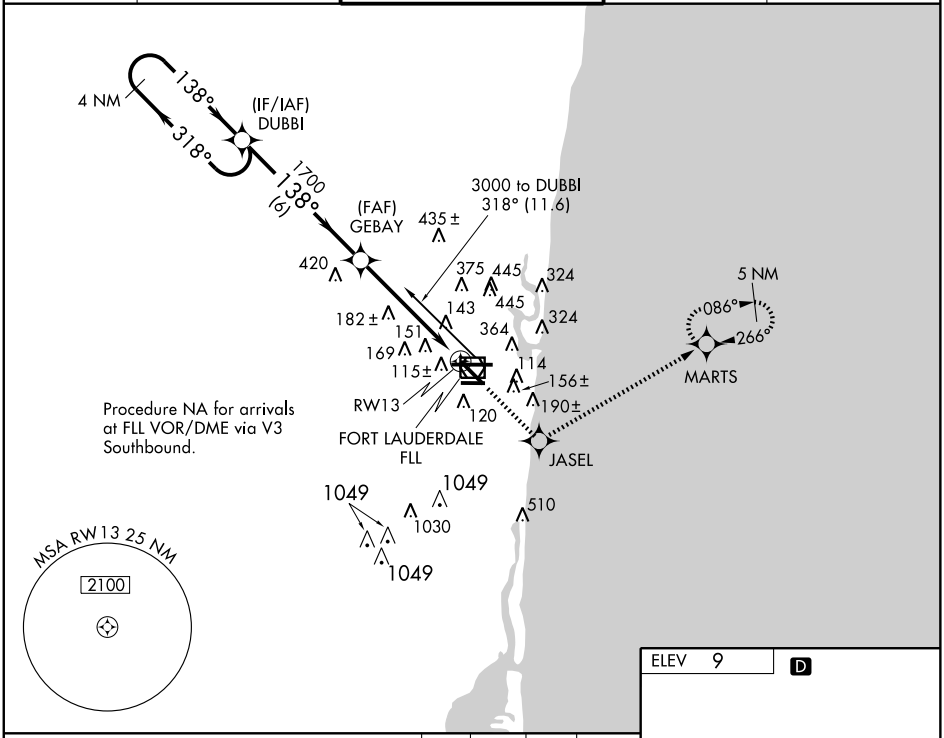
RNAV (GPS) RWY 13

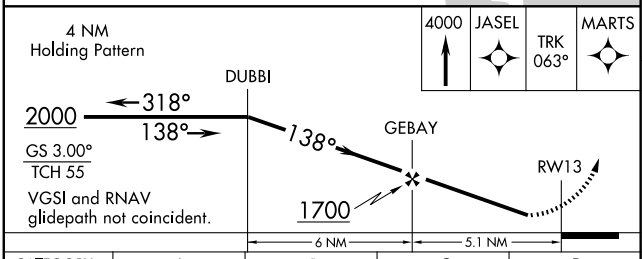
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

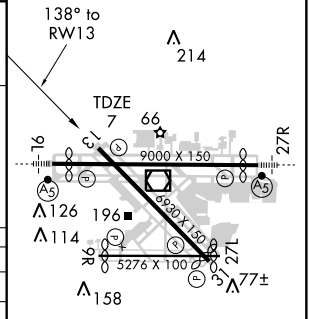
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 direct JASEL and via track 063° to MARTS and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
LPV DA	351-1¼ 344 (400-1¼)			
LNAV/VNAV DA	496-1¾ 489 (500-1¾)			
LNAV MDA	500-1 493 (500-1)		500-1¼ 493 (500-1¼)	500-1½ 493 (500-1½)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH 90313	273°	Rwy Idg	5134
W27B		TDZE	6
		Apt Elev	9

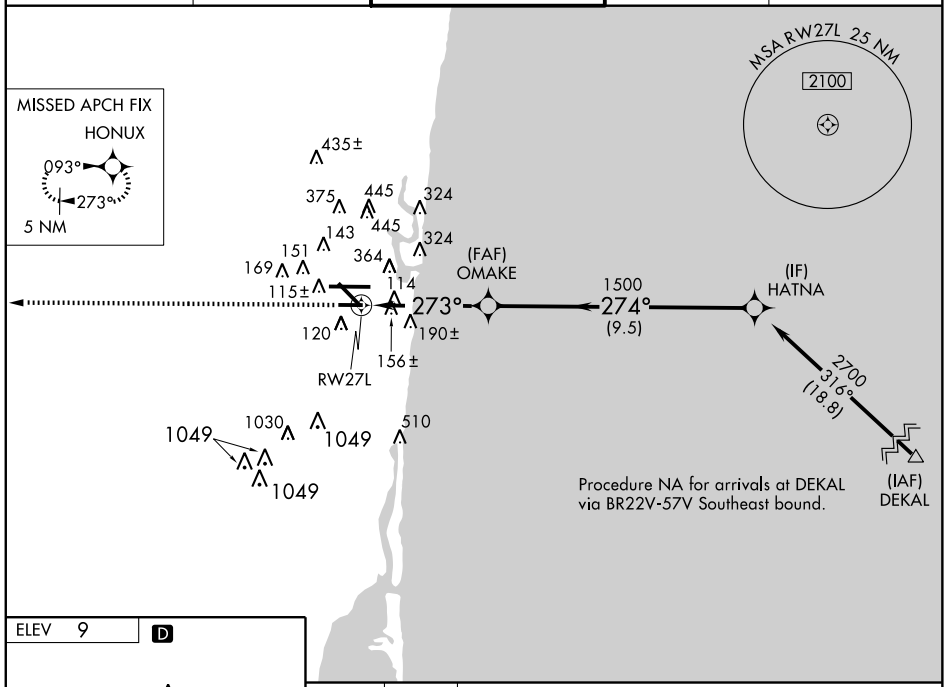
RNAV (GPS) RWY 27L

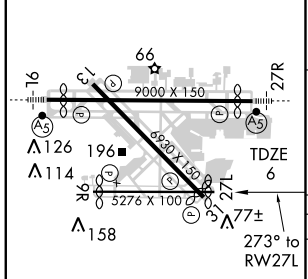
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

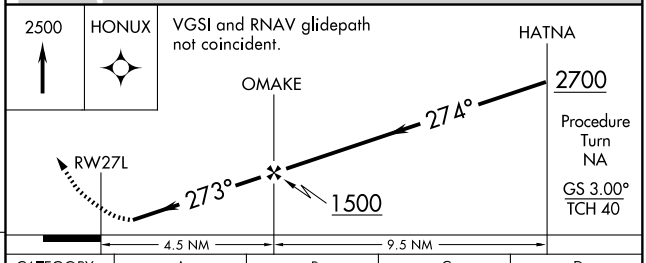
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct HONUX and hold.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
LPV DA	325-1¼ 319 (400-1¼)			
LNAV/VNAV DA	632-2¼ 626 (700-2¼)			
LNAV MDA	500-1 494 (500-1)		500-1¼ 494 (500-1¼)	500-1½ 494 (500-1½)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6860
CH 69600	318°	TDZE	9
W31A		Apt Elev	9

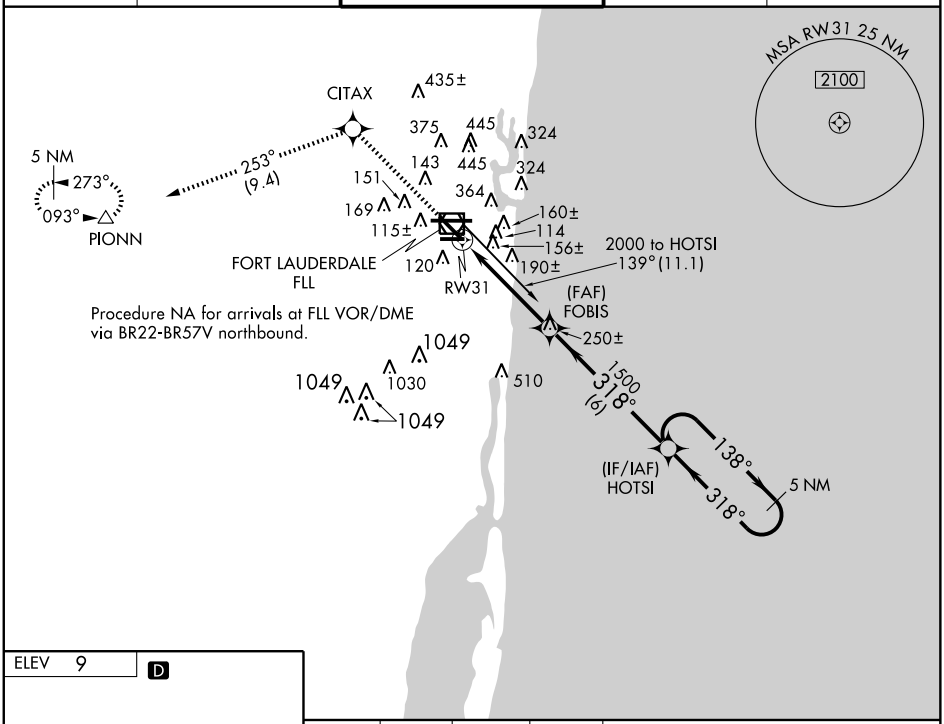
RNAV (GPS) RWY 31

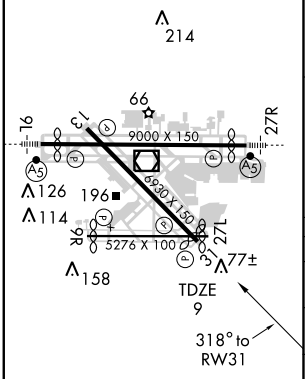
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

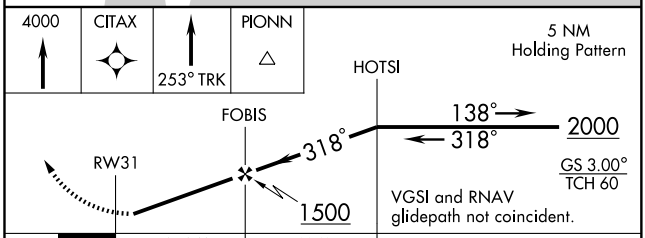
V A W — DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (119°F). When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 4000 direct CITAX and via 253° track to PIONN and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
LPV DA	307-1 298 (300-1)			
LNAV/VNAV DA	506-1¾ 497 (500-1¾)			
LNAV MDA	500-1 491 (500-1)		500-1¼ 491 (500-1¼)	500-1½ 491 (500-1½)
CIRCLING	680-1¾ 671 (700-1¾)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4956
CH 90118	093°	TDZE	6
W09B		Apt Elev	9

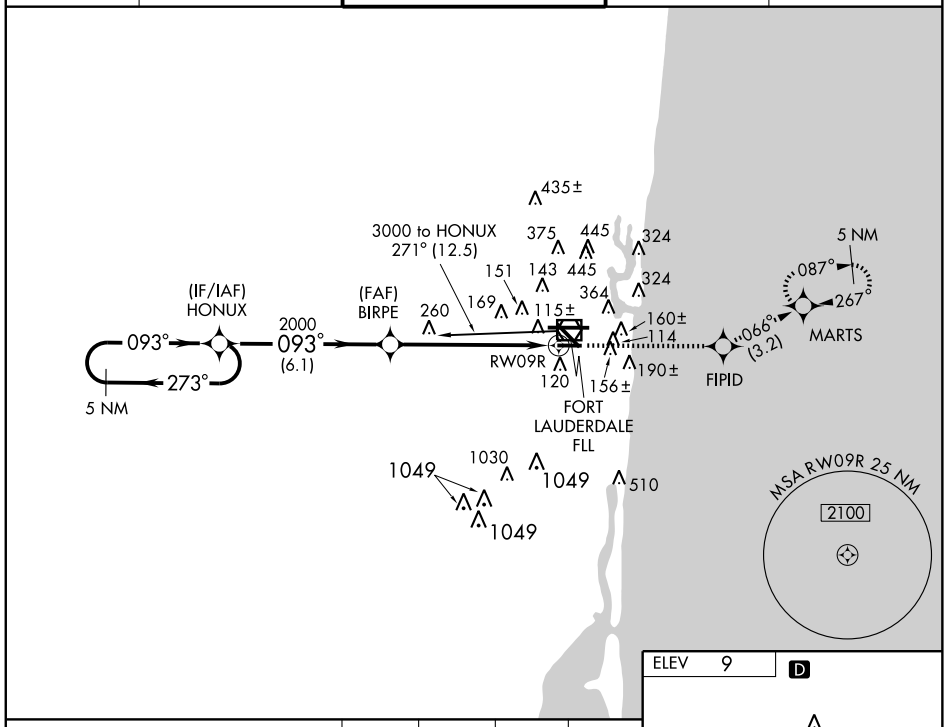
RNAV (GPS) Y RWY 9R

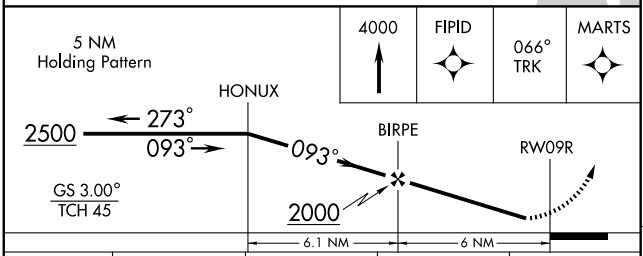
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

T A W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

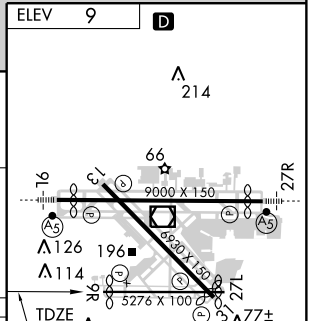
MISSED APPROACH: Climb to 4000 direct FIPID and via 066° track to MARTS and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4





CATEGORY	A	B	C	D
LPV DA	334-1¼ 328 (400-1¼)			
LNAV/VNAV DA	452-1½ 446 (500-1½)			
LNAV MDA	580-1 574 (600-1)		580-1½ 574 (600-1½)	580-1¾ 574 (600-1¾)
CIRCLING	680-1½ 671 (700-1½)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)



REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8394
CH 61002	273°	TDZE	7
W27A		Apt Elev	9

RNAV (GPS) Y RWY 27R

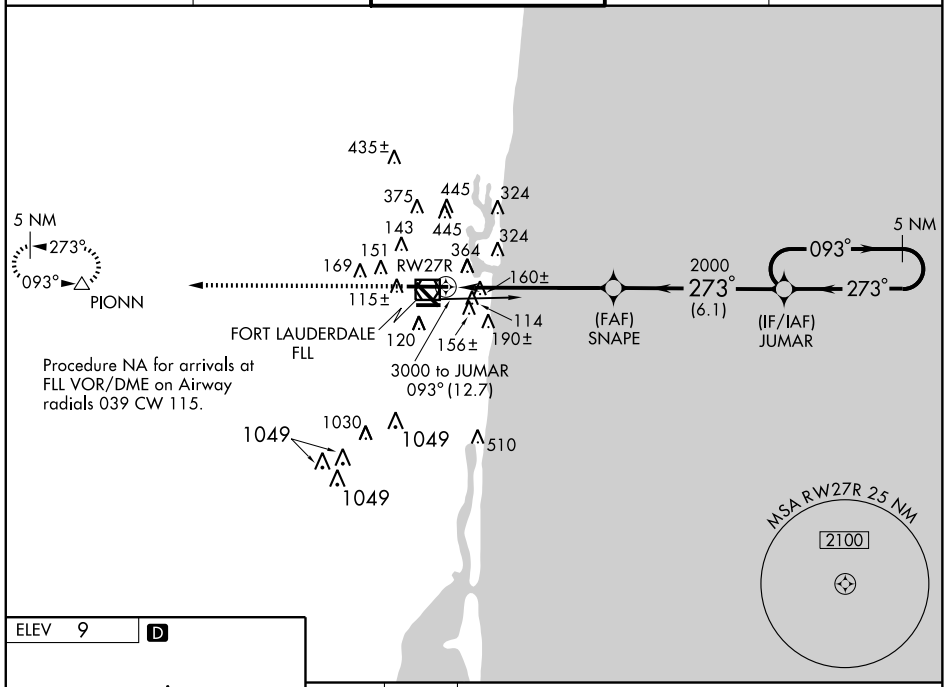
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

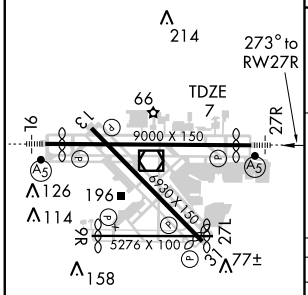
T A W For inoperative MALSR, increase LNAV Cat. A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 49° C (120° F). DME/DME RNP-0.3 NA.

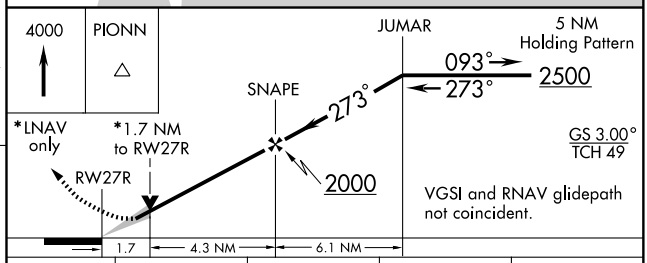
MALSR (A5)

MISSED APPROACH: Climb to 4000 direct PIONN and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4







CATEGORY	A	B	C	D
LPV DA	307/40 300 (300-¾)			
LNAV/VNAV DA	704-2 697 (700-2)			
LNAV MDA	620/40 613 (700-¾)		620/60 613 (700-1¼)	620-1½ 613 (700-1½)
CIRCLING	680-1 671 (700-1)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8423
CH 48902	093°	TDZE	7
W09A		Apt Elev	9

RNAV (GPS) Z RWY 9L

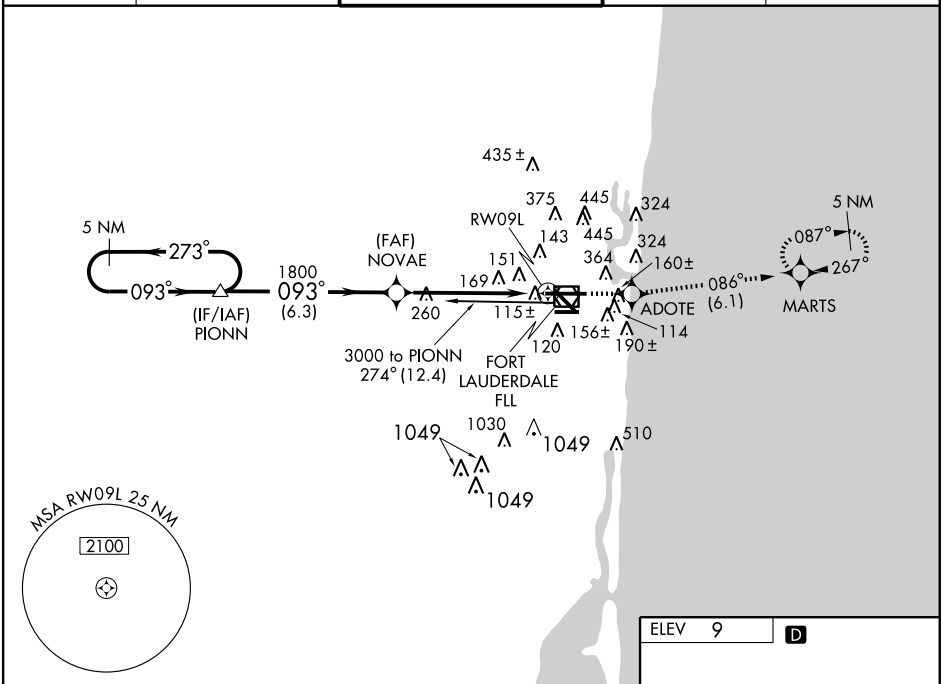
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

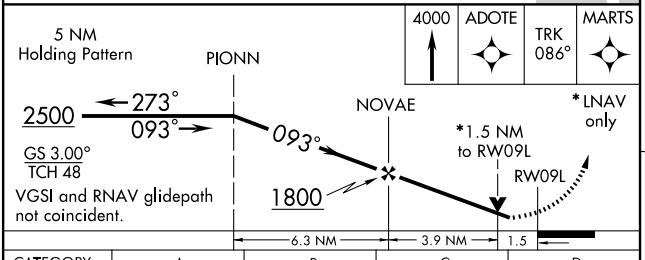
For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000, LNAV visibility Cats. A and B to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

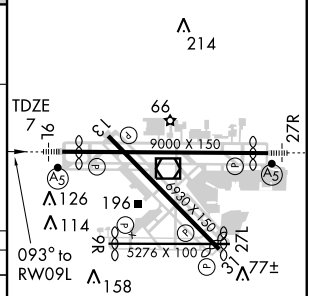
MISSED APPROACH: Climb to 4000 direct ADOTE and via 086° track to MARTS and hold, continue climb-in-hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4





CATEGORY	A	B	C	D
LPV DA	307/40 300 (300-¾)			
LNAV/VNAV DA	484/60 477 (500-1¼)			
LNAV MDA	560/40 553 (600-¾)		560/50 553 (600-1)	560/60 553 (600-1¼)
CIRCLING	680-1¾ 671 (700-1¾)		680-2 671 (700-2)	700-2¼ 691 (700-2¼)



REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	8423
093°	TDZE	7
	Apt Elev	9

RNAV (RNP) Y RWY 9L

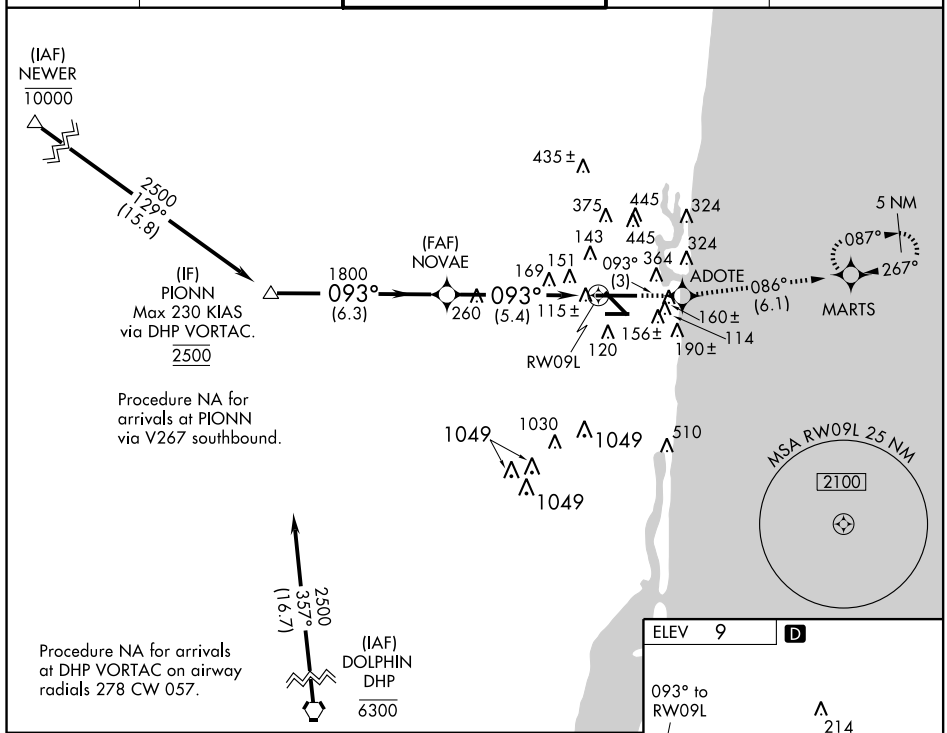
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

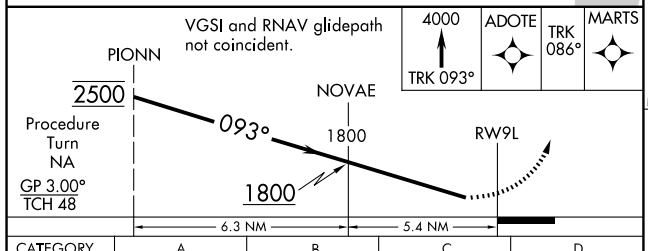
GPS required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, procedure NA below 4° C (40° F) or above 48° C (119° F). Visibility reduction by helicopters NA. Missed approach requires RNP less than 1.0.

MALSR

MISSED APPROACH: Climb to 4000 via track 093° to ADOTE and via track 086° to MARTS and hold, continue climb-in-hold to 4000.

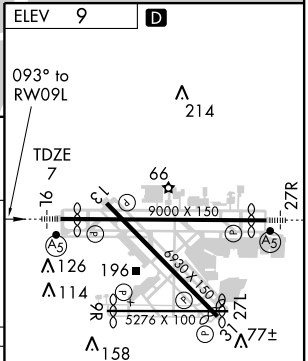
ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4





CATEGORY	A	B	C	D
RNP 0.11 DA	346/40		339 (400-¾)	
RNP 0.30 DA	478/60		471 (500-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4956
093°	TDZE	6
	Apt Elev	9

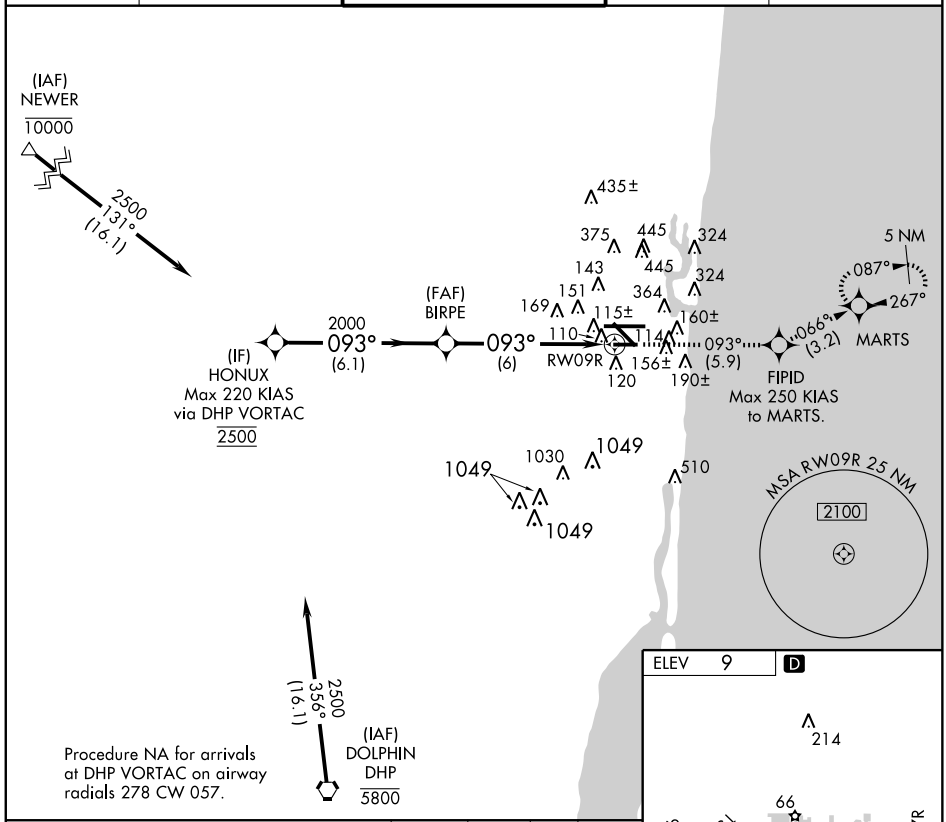
RNAV (RNP) Z RWY 9R

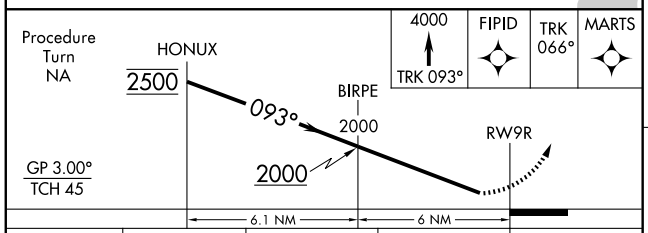
FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 49°C (120°F). Visibility reduction by helicopters NA. *When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 4000 via track 093° to FIPID and via track 066° to MARTS and hold, continue climb-in-hold to 4000.

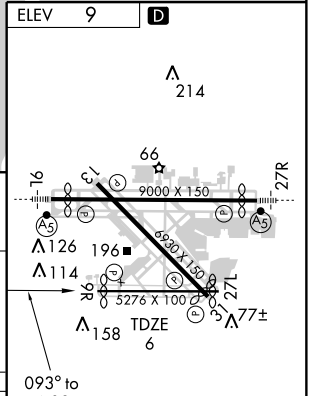
ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4





CATEGORY	A	B	C	D
RNP 0.11 DA		321-1 315 (400-1)		
RNP 0.30 DA*		422-1½ 416 (500-1½)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	8394
273°	TDZE	7
	Apt Elev	9

RNAV (RNP) Z RWY 27R

FORT LAUDERDALE/HOLLYWOOD INTL (FLL)

GPS required. For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 5000, RNP 0.15 all Cats visibility to 1½, RNP 0.30 all Cats visibility to 2¼. For uncompensated Baro-VNAV systems, procedure NA below 4°C (40°F) or above 49°C (120°F).

MALSR

MISSED APPROACH: Climb to 4000 via track 273° to PIONN and hold, continue climb in hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4

Procedure NA for arrivals at PREDA via AR10.

(IAF) PREDA 10000 MAX 240 KIAS

2500 235° (27.6)

MISSED APCH FIX 5 NM 273° 093° PIONN

435± 375 445 324 143 445 324 151 364 117 169 RW27R 115± 160± 114 120 156± 190±

273° (13)

(FAF) SNAPE

273° (6)

2000 273° (6.1)

(IF) JUMAR 2500

1049 1030 1049 510 1049

2500 314° (20.5)

Procedure NA for arrivals at DEKAL via BR22V-57V southeast bound.

(IAF) DEKAL 10000 MAX 240 KIAS

MSA RW27R 25 NM 2100

ELEV 9 D

214 273° to RW27R 66 TDZE 7 27R 16 9000 X 150 59± 126 196 114 6930 X 150 9R 27L 5276 X 100 158 77±

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

4000 TRK 273° PIONN

JUMAR 2500 SNAPE 2000 273° RW27R 2000

Procedure Turn NA

GP 3.00° TCH 49

VGSI and RNAV glidepath not coincident.

6 NM 6.1 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	296/24	289 (300-½)		
RNP 0.15 DA	404/50	397 (400-1)		
RNP 0.30 DA	618-1¾	611 (700-1¾)		

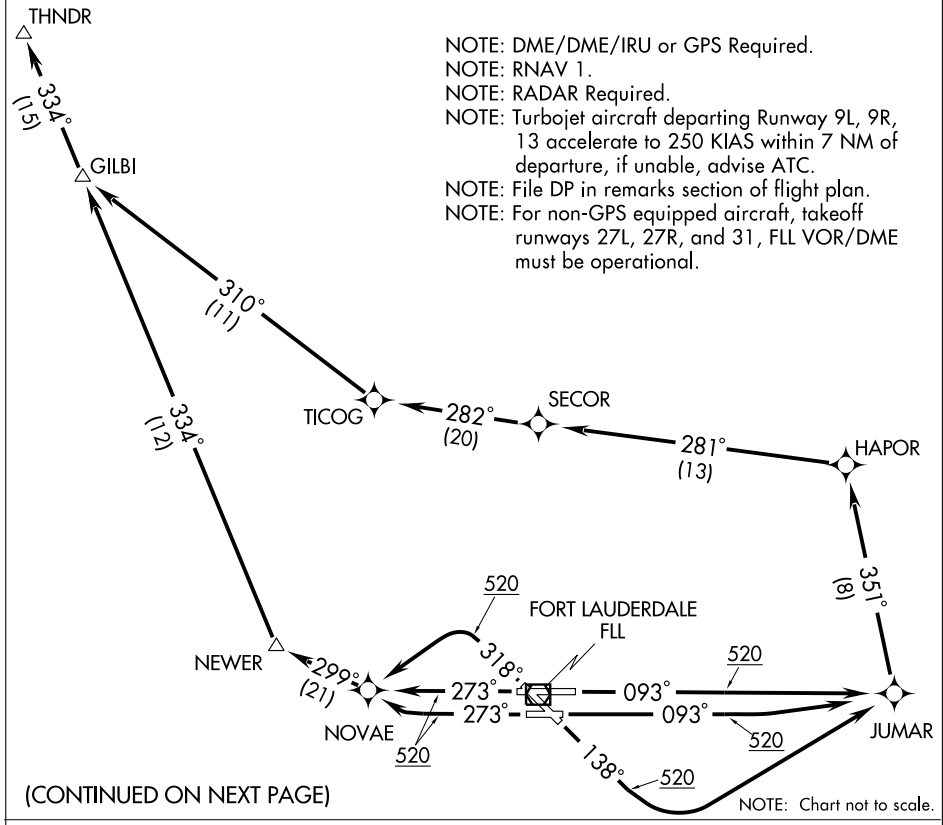
SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 03 JUN 2010 to 01 JUL 2010

ATIS 135.0
CLNC DEL 128.4
GND CON 121.4
TOWER 119.3 257.8
DEP CON 126.05

TAKEOFF MINIMUMS:
Rwys 9L, 9R,27L, 27R, Standard.
Rwy 13, 31, Standard with ATC climb of 500 feet per NM to 520.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet aircraft departing Runway 9L, 9R, 13 accelerate to 250 KIAS within 7 NM of departure, if unable, advise ATC.
NOTE: File DP in remarks section of flight plan.
NOTE: For non-GPS equipped aircraft, takeoff runways 27L, 27R, and 31, FLL VOR/DME must be operational.



(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then left turn via 351° track to HAPOR, then via depicted route, thence....
TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then via depicted route, thence....
....Maintain 3000' or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

SE-3, 03 JUN 2010 to 01 JUL 2010

TAKEOFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469′ from DER, 379′ left of centerline, up to 43′ AGL/47′ MSL. Light pole 1332′ from DER, 634′ right of centerline, 42′ AGL/46′ MSL. Tree 1977′ from DER, 272′ right of centerline, 55′ AGL/59′ MSL.
Rwy 9R: Light pole 545′ from DER, 335′ left of centerline, 27′ AGL/41′ MSL. Tree 783′ from DER, 396′ left of centerline, 30′ AGL/44′ MSL. Antenna on building, fence, light pole, and multiple trees beginning 254′ from DER, 133′ right of centerline, up to 56′ AGL/70′ MSL.
Rwy 13: Multiple trees beginning 844′ from DER, 206′ left of centerline, up to 76′ AGL/80′ MSL. Antenna on building 534′ from DER, 431′ left of centerline, 11′ AGL/20′ MSL. Pole 910′ from DER, on centerline, 30′ AGL/39′ MSL. Railroad crossing arm 1104′ from DER, 14′ right of centerline, 42′ AGL/56′ MSL. Multiple trees and light poles beginning 563′ from DER, 53′ right of centerline, up to 81′ AGL/95′ MSL.
Rwy 27L: Fence 154′ from DER, 120′ left of centerline, 5′ AGL/13′ MSL. Road 212′ from DER, 80′ left of centerline, 11′ AGL/20′ MSL. Sign, multiple buildings, poles and trees beginning 622′ from DER, 227′ left of centerline, up to 97′ AGL/106′ MSL. Bush, multiple light poles, trees, and towers beginning 221′ from DER, 41′ right of centerline, up to 105′ AGL/114′ MSL.
Rwy 27R: Antenna on building, road, railroad, and sign beginning 262′ from DER, 6′ left of centerline, up to 37′ AGL/46′ MSL. Multiple trees beginning 1206′ from DER, 279′ left of centerline, up to 93′ AGL/97′ MSL. Road 584′ from DER, 557′ right of centerline, 24′ AGL/33′ MSL. Multiple trees beginning 2288′ from DER, 848′ right of centerline, up to 103′ AGL/112′ MSL.
Rwy 31: Rod on tower 299′ from DER, 382′ left of centerline, 14′ AGL/23′ MSL. Tree 1332′ from DER, 458′ left of centerline, 34′ AGL/43 MSL. Road 3384′ from DER, 711′ left of centerline, 84′ AGL/94′ MSL. Multiple trees and poles beginning 1180′ from DER, 405′ right of centerline, up to 111′ AGL/116′ MSL.

SE-3, 03 JUN 2010 to 01 JUL 2010

VOR/DME FLL	APP CRS	Rwy Idg	8394
114.4	263°	TDZE	7
Chan 91		Apt Elev	9

VOR RWY 27R

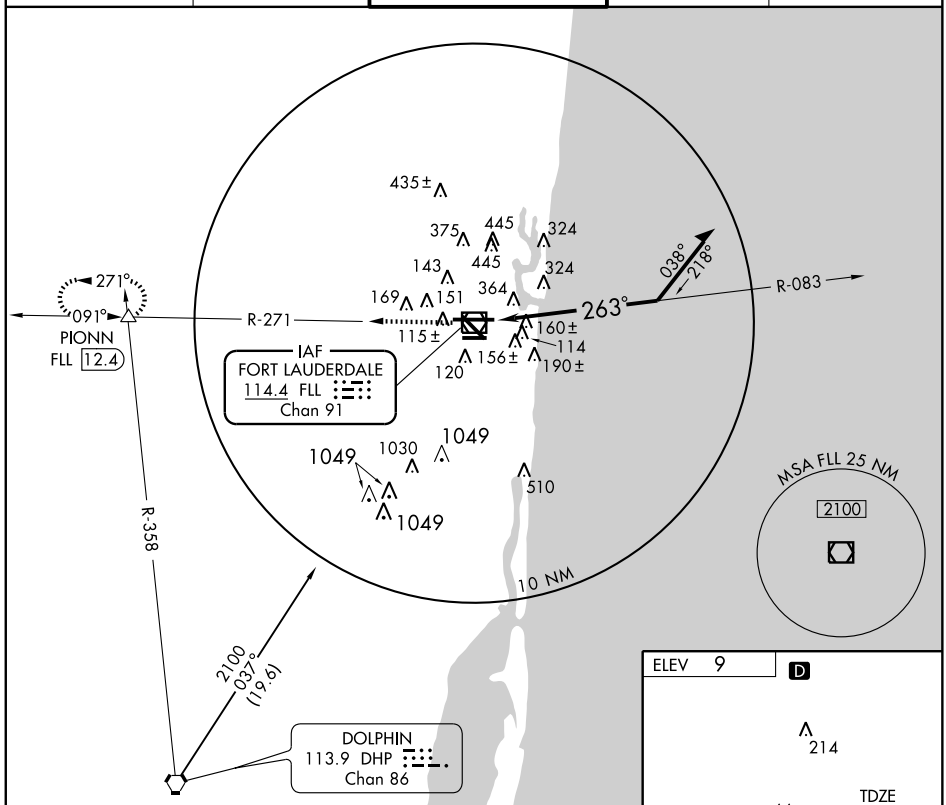
FORT LAUDERDALE-HOLLYWOOD INTL (FLL)

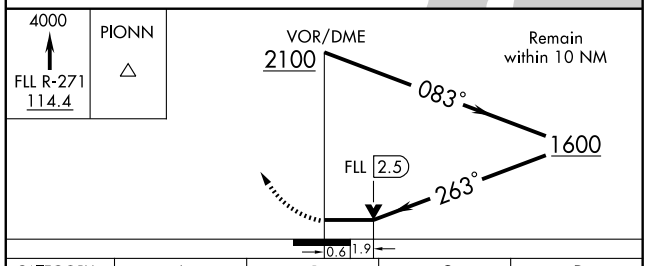
For inoperative MALSR, increase Cats. A and B visibility to RVR 5000.

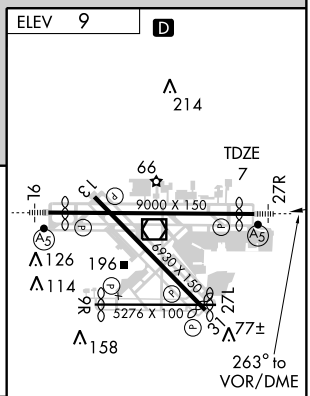
MALSR

MISSED APPROACH: Climb to 4000 via FLL R-271 to PIONN Int/FLL 12.4 DME and hold, continue climb-in hold to 4000.

ATIS	MIAMI APP CON	FORT LAUDERDALE TOWER	GND CON	CLNC DEL
135.0	133.775 285.6	119.3 257.8	121.4	128.4



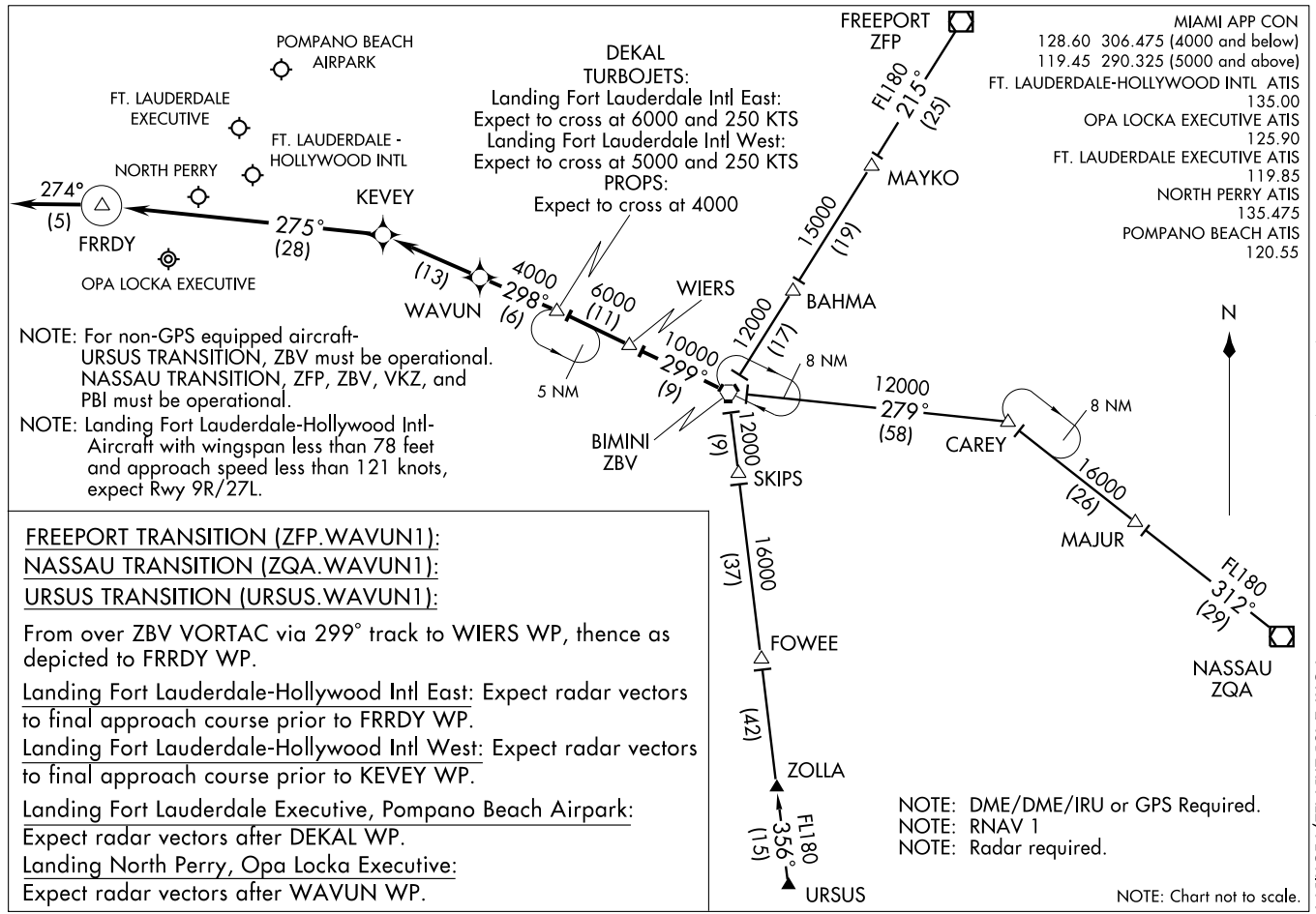




CATEGORY	A	B	C	D
S-27R	680/40	673 (700-¾)	680-1½ 673 (700-1½)	680-1¾ 673 (700-1¾)
CIRCLING	680-1	671 (700-1)	680-2 671 (700-2)	700-2¼ 691 (700-2¼)

REIL Rwys 9R, 13 and 31
HIRL Rwy 9L-27R
MIRL Rwys 9R-27L and 13-31

SE-3, 03 JUN 2010 to 01 JUL 2010



(WAVUN.WAVUN1) 08157

WAVUN ONE ARRIVAL (RNAV)

ST-744 (FAA)

FORT LAUDERDALE, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9L: Climb heading 093° to 520, then direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 9R: Climb heading 093° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 13: Climb heading 138° to 520, then left turn direct JUMAR, then via depicted route, thence....
TAKEOFF RWY 27L: Climb heading 273° to 520, then right turn direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 27R: Climb heading 273° to 520, then direct NOVAE, then via depicted route, thence....
TAKEOFF RWY 31: Climb heading 318° to 520, then left turn direct NOVAE, then right turn via 355° track to HEMAG, then depicted route, thence....
....Maintain 3000' or as assigned by ATC. Expect clearance to filed altitude 10 minutes after departure.

ATIS 135.0
CLNC DEL 128.4
GND CON 121.4
TOWER 119.3 257.8
DEP CON 126.05

PALM BEACH
PBI

N

TAKEOFF MINIMUMS:
Rwys 9L, 9R, Standard.
Rwy 13, 27L, 27R, 31, Standard with ATC climb of 500 feet per NM to 520.

ZAPPA
057° (28)
PREDA
057° (9)
BIYAK
090° (29)
SECOR
Expect to cross at 9,000'.
063° (6)
HEMAG
355° (7)
520
318°
FORT LAUDERDALE
FLL
520
273°
093°
NOVAE
Do not exceed 220 KIAS until passing.
273°
093°
520
520
138°
520
JUMAR
052° (9)
TURBO
057° (10)

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet aircraft departing Runway 9L, 9R, or 13 accelerate to 250 KIAS within 7 NM of departure, if unable, advise ATC.
NOTE: File DP in remarks section of flight plan.
NOTE: For non-GPS equipped aircraft, FLL VOR/DME and PBI VORTAC must be operational.

NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

TAKEOFF OBSTACLE NOTES:

Rwy 9L: Railroad, light pole and antenna on building beginning 469′ from DER, 379′ left of centerline, up to 43′ AGL/47′ MSL. Light pole 1332′ from DER, 634′ right of centerline, 42′ AGL/46′ MSL. Tree 1977′ from DER, 272′ right of centerline, 55′ AGL/59′ MSL.
Rwy 9R: Light pole 545′ from DER, 335′ left of centerline, 27′ AGL/41′ MSL. Tree 783′ from DER, 396′ left of centerline, 30′ AGL/44′ MSL. Antenna on building, fence, light pole, and multiple trees beginning 254′ from DER, 133′ right of centerline, up to 56′ AGL/70′ MSL.
Rwy 13: Multiple trees beginning 844′ from DER, 206′ left of centerline, up to 76′ AGL/80′ MSL. Antenna on building 534′ from DER, 431′ left of centerline, 11′ AGL/20′ MSL. Pole 910′ from DER, on centerline, 30′ AGL/39′ MSL. Railroad crossing arm 1104′ from DER, 14′ right of centerline, 42′ AGL/56′ MSL. Multiple trees and light poles beginning 563′ from DER, 53′ right of centerline, up to 81′ AGL/95′ MSL.
Rwy 27L: Fence 154′ from DER, 120′ left of centerline, 5′ AGL/13′ MSL. Road 212′ from DER, 80′ left of centerline, 11′ AGL/20′ MSL. Sign, multiple buildings, poles and trees beginning 622′ from DER, 227′ left of centerline, up to 97′ AGL/106′ MSL. Bush, multiple light poles, trees, and towers beginning 221′ from DER, 41′ right of centerline, up to 105′ AGL/114′ MSL.
Rwy 27R: Antenna on building, road, railroad, and sign beginning 262′ from DER, 6′ left of centerline, up to 37′ AGL/46′ MSL. Multiple trees beginning 1206′ from DER, 279′ left of centerline, up to 93′ AGL/97′ MSL. Road 584′ from DER, 557′ right of centerline, 24′ AGL/33′ MSL. Multiple trees beginning 2288′ from DER, 848′ right of centerline, up to 103′ AGL/112′ MSL.
Rwy 31: Rod on tower 299′ from DER, 382′ left of centerline, 14′ AGL/23′ MSL. Tree 1332′ from DER, 458′ left of centerline, 34′ AGL/43 MSL. Road 3384′ from DER, 711′ left of centerline, 84′ AGL/94′ MSL. Multiple trees and poles beginning 1180′ from DER, 405′ right of centerline, up to 111′ AGL/116′ MSL.

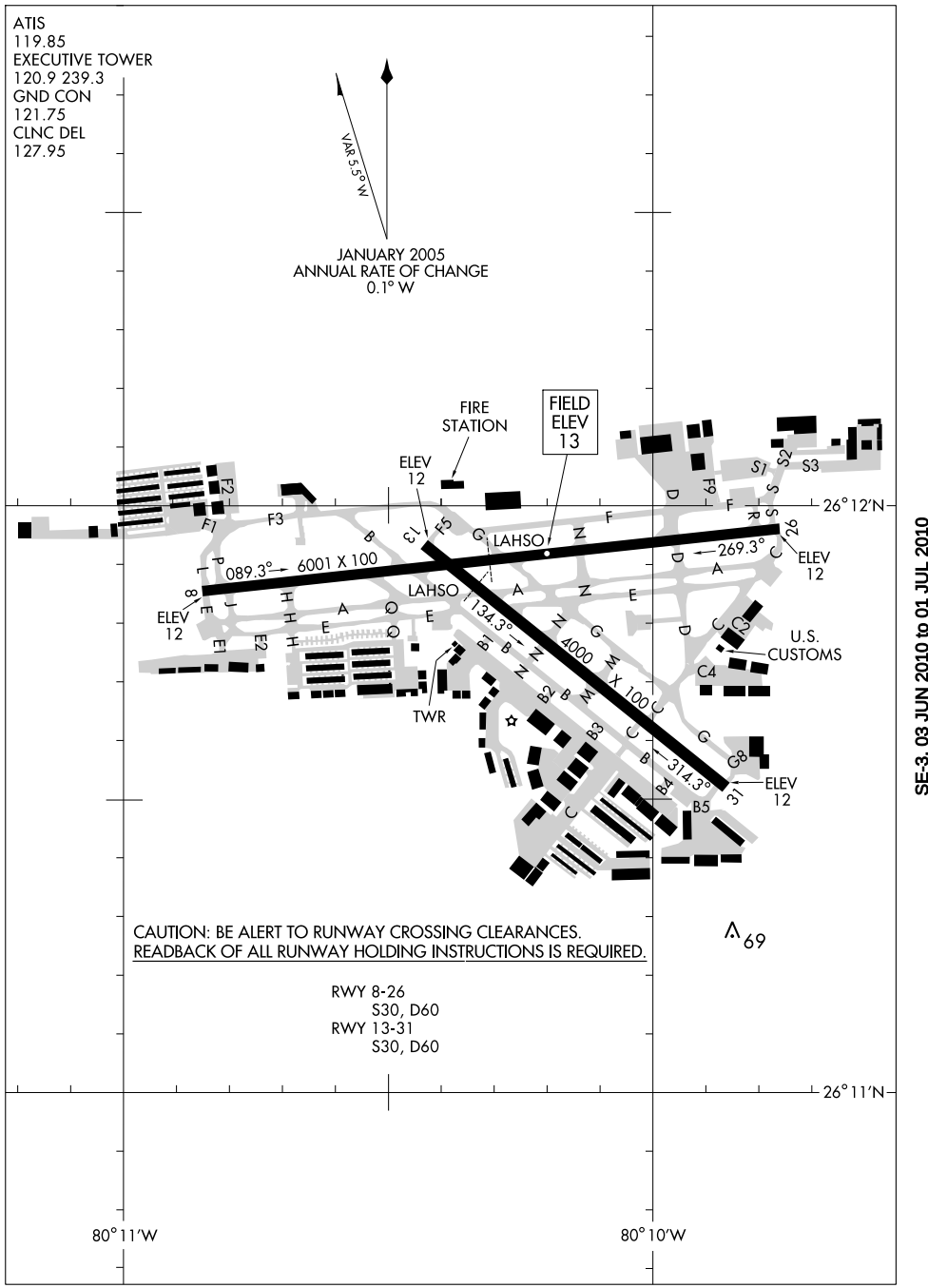
SE-3, 03 JUN 2010 to 01 JUL 2010

10134

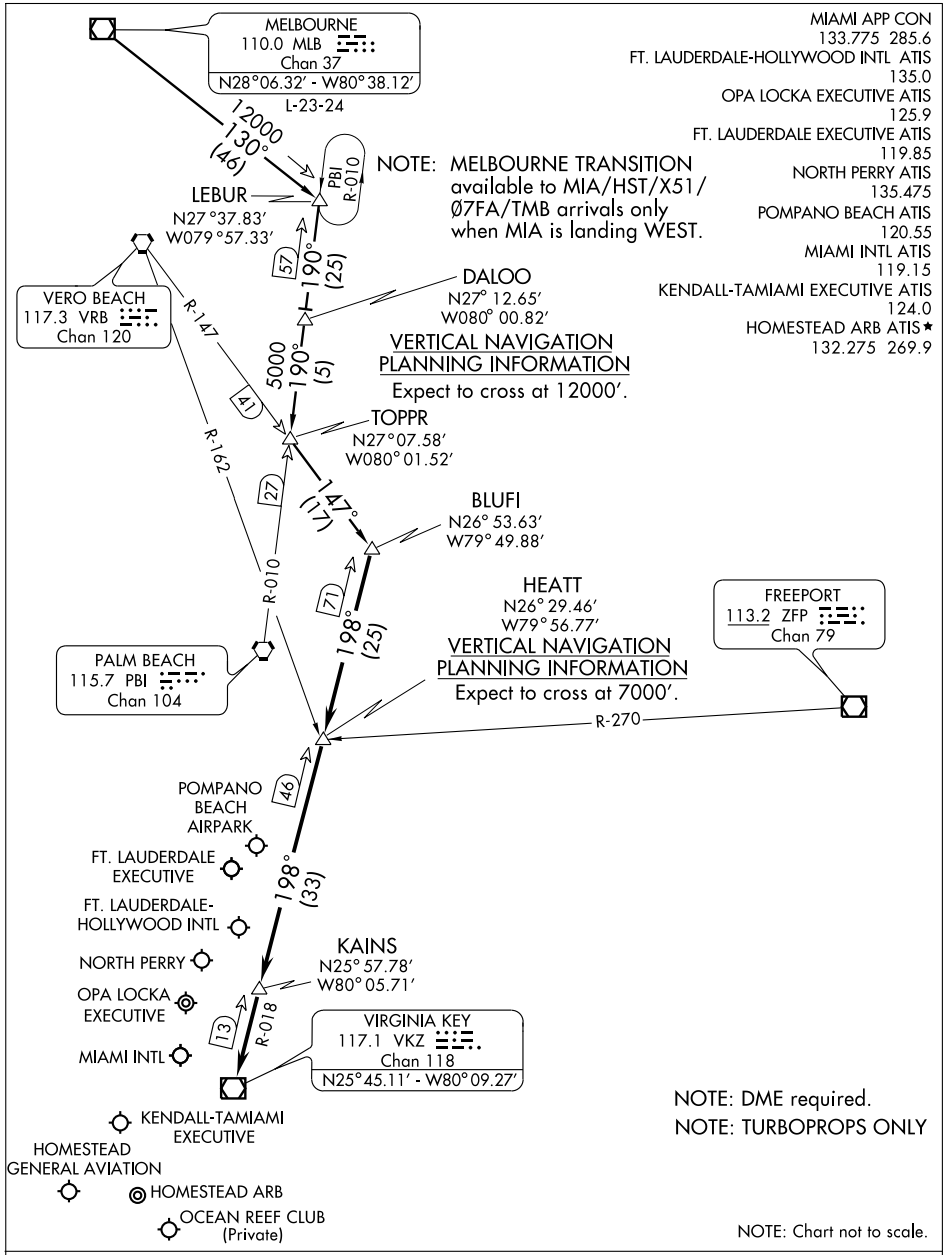
AIRPORT DIAGRAM

AL-5942 (FAA)

FORT LAUDERDALE EXECUTIVE (FXE)
FORT LAUDERDALE, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

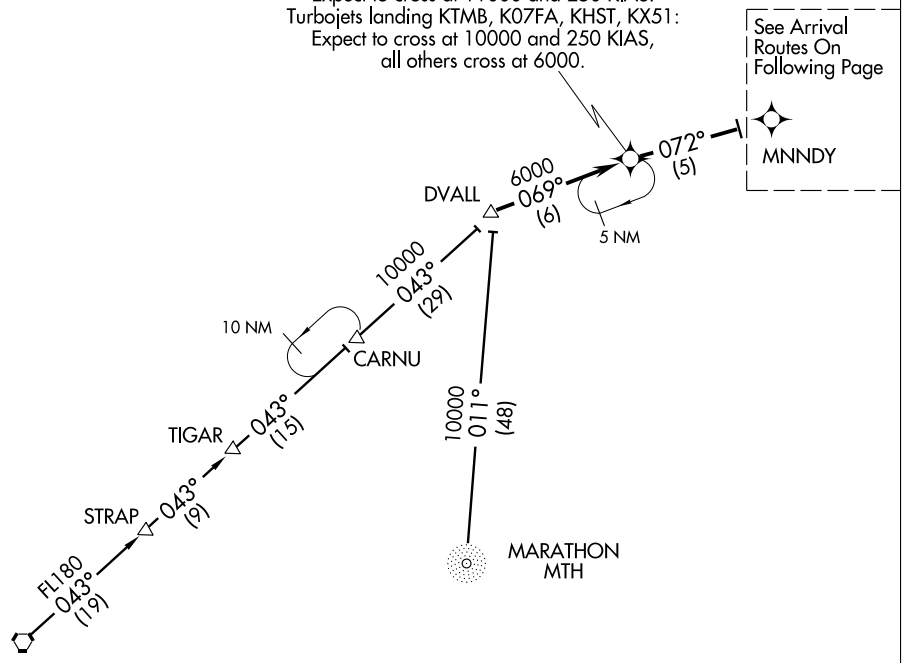
CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.

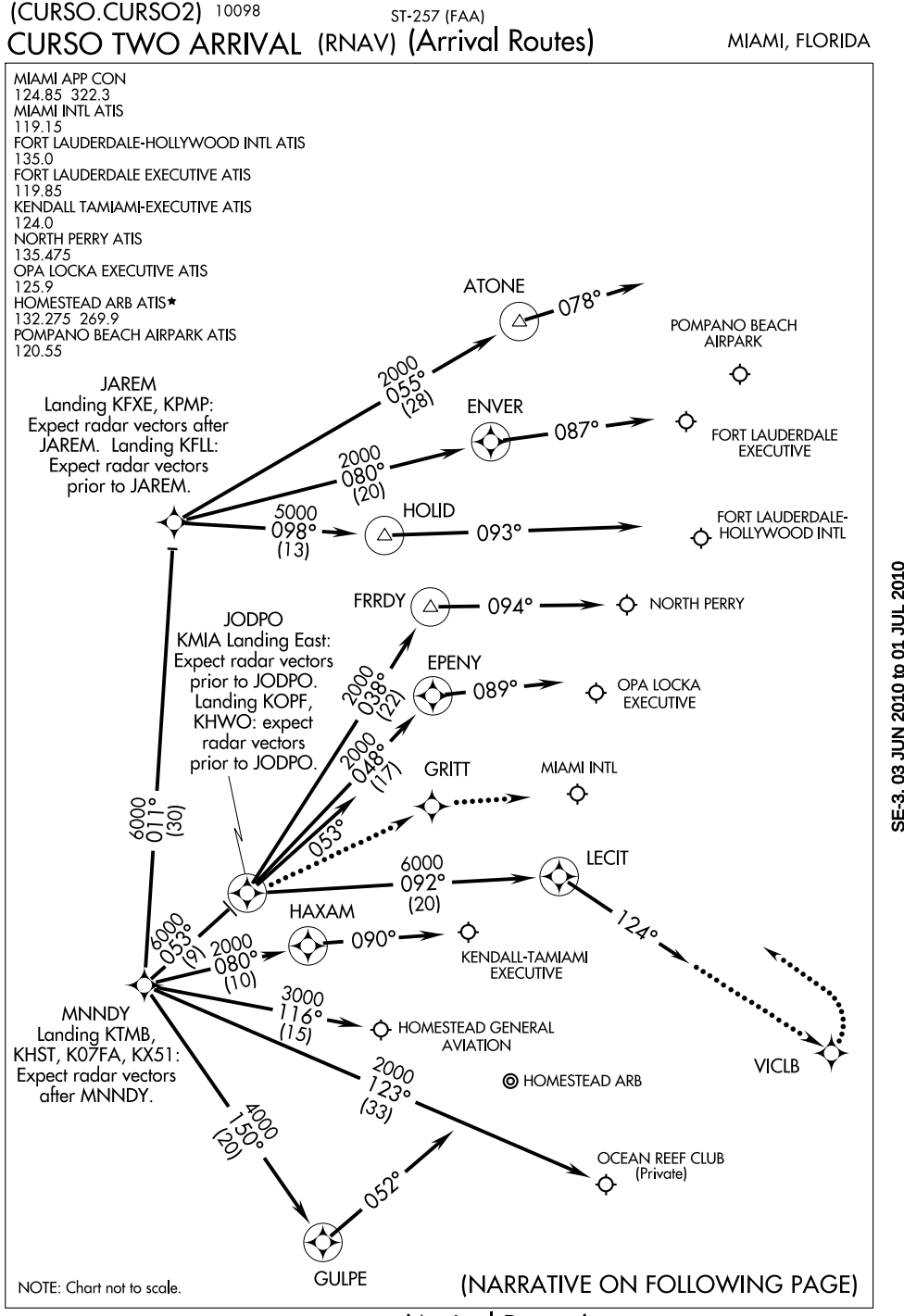


NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

CURSO TWO ARRIVAL (RNAV) (Arrival Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

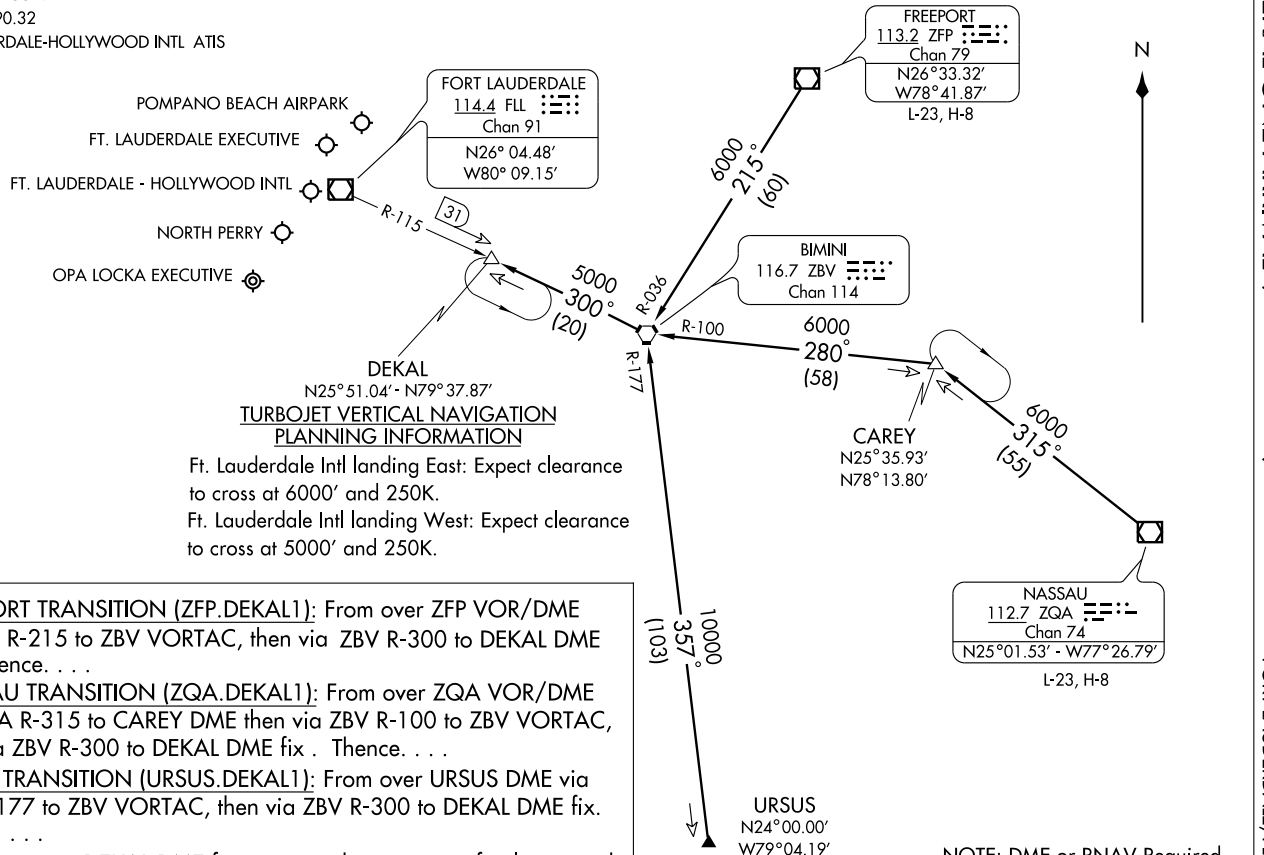
LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

MIAMI APP CON
119.45 290.32
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Ft. Lauderdale Intl landing East: Expect clearance to cross at 6000′ and 250K.

Ft. Lauderdale Intl landing West: Expect clearance to cross at 5000′ and 250K.

FREEPORT TRANSITION (ZFP.DEKAL1): From over ZFP VOR/DME via ZFP R-215 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

NASSAU TRANSITION (ZQA.DEKAL1): From over ZQA VOR/DME via ZQA R-315 to CAREY DME then via ZBV R-100 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix . Thence. . . .

URSUS TRANSITION (URSUS.DEKAL1): From over URSUS DME via ZBV R-177 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

. . . .From over DEKAL DME fix expect radar vectors to final approach course.

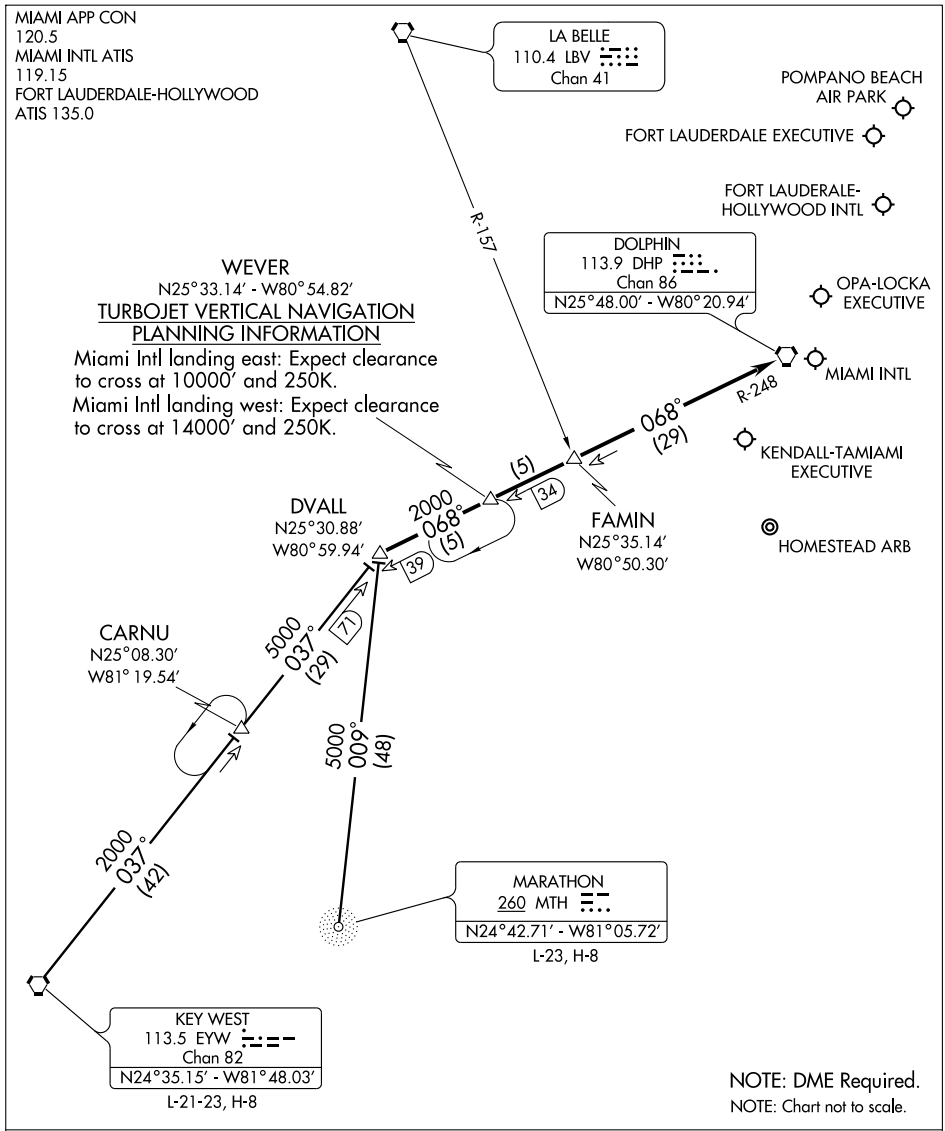
NOTE: DME or RNAV Required.

NOTE: Chart not to scale.

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

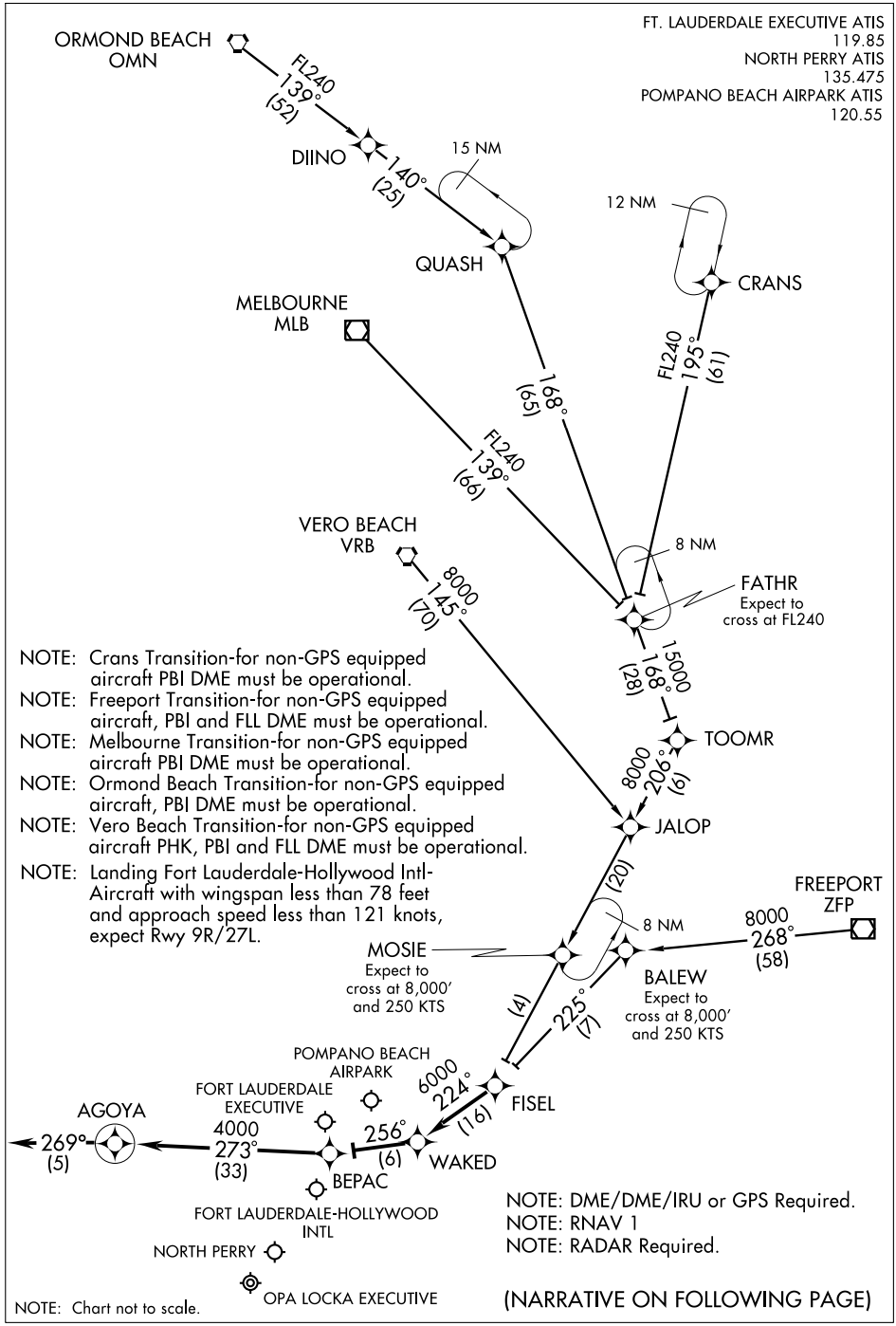
MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



NOTE: Crans Transition-for non-GPS equipped aircraft PBI DME must be operational.

NOTE: Freeport Transition-for non-GPS equipped aircraft, PBI and FLL DME must be operational.

NOTE: Melbourne Transition-for non-GPS equipped aircraft PBI DME must be operational.

NOTE: Ormond Beach Transition-for non-GPS equipped aircraft, PBI DME must be operational.

NOTE: Vero Beach Transition-for non-GPS equipped aircraft PHK, PBI and FLL DME must be operational.

NOTE: Landing Fort Lauderdale-Hollywood Intl-Aircraft with wingspan less than 78 feet and approach speed less than 121 knots, expect Rwy 9R/27L.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

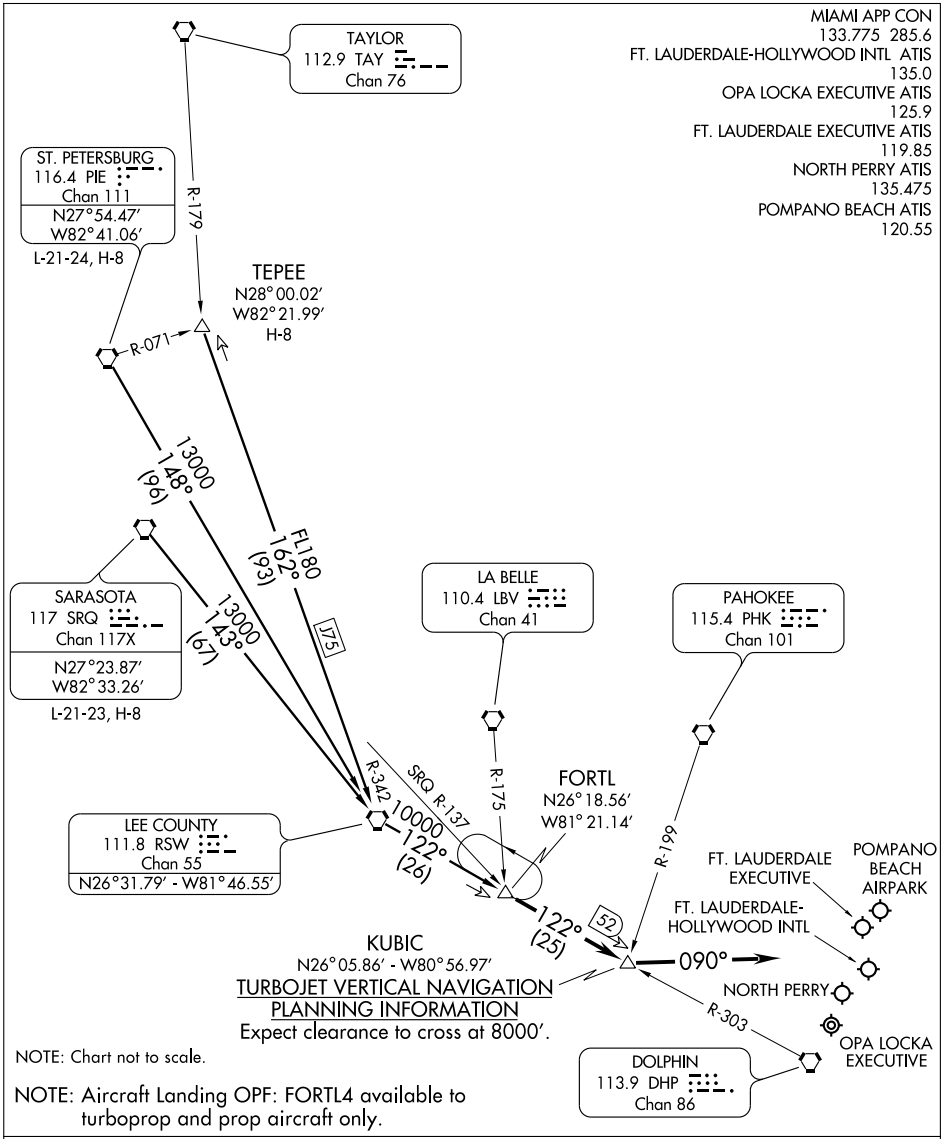
CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3. 03 JUN 2010 to 01 JUL 2010



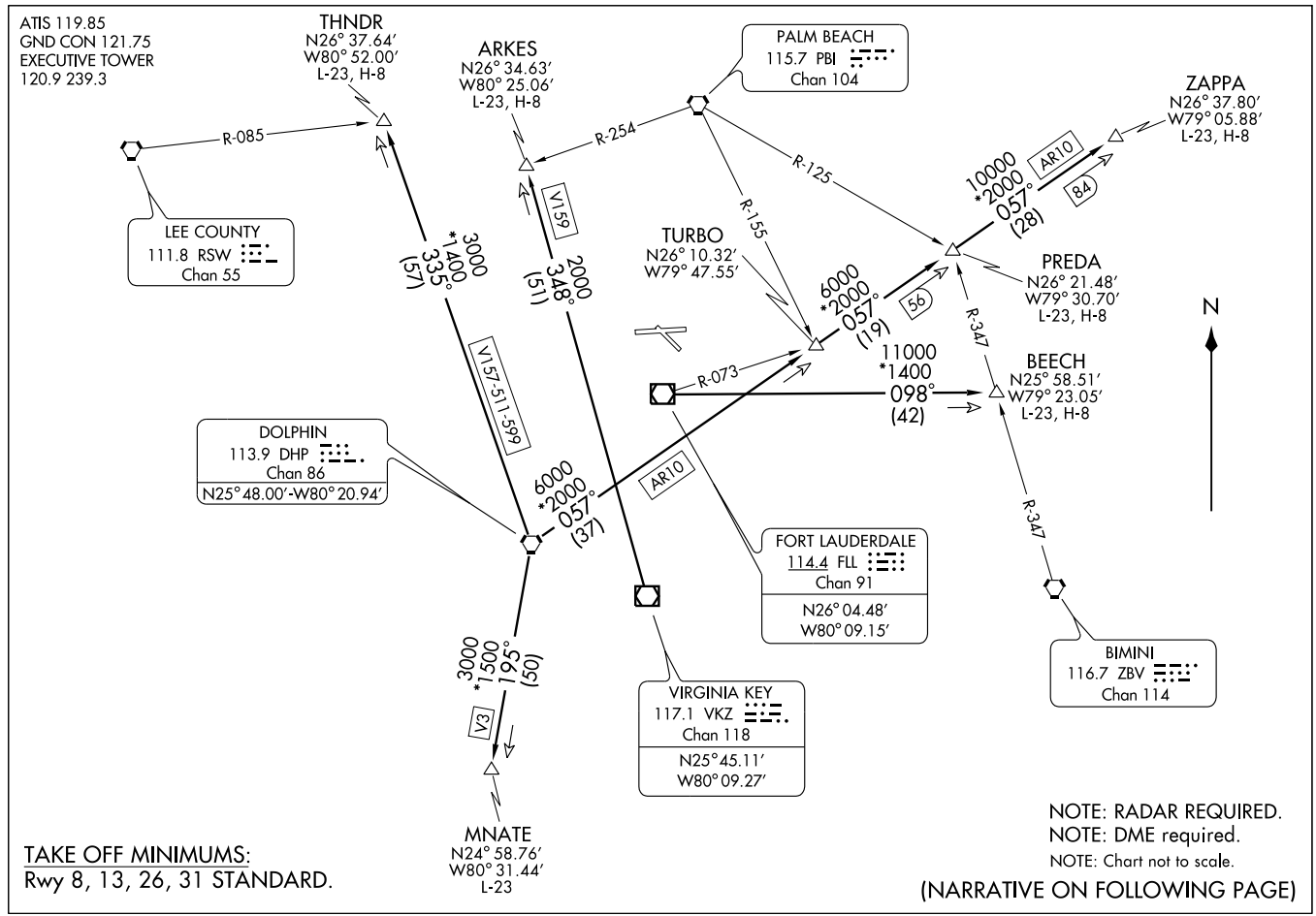
ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

FT. LAUDERDALE ONE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8, 13, 31: Climb on assigned heading. Thence....
TAKE-OFF RUNWAY 26: Climb on assigned heading. If assigned left turn, climb to 600 before turning left. Thence....
....Maintain 2000 or assigned higher altitude and expect radar vectors to appropriate transition. Expect further clearance to filed altitude 10 minutes after departure.

ARKES TRANSITION (FLL1.ARKES): Intercept VKZ VOR/DME R-348 to ARKES INT. Then as filed.

BEECH TRANSITION (FLL1.BEECH): From FLL VOR/DME via R-098 to BEECH INT. Then as filed.

MNATE TRANSITION (FLL1.MNATE): From over DHP VORTAC via R-195 to MNATE DME fix. Then as filed.

PREDA TRANSITION (FLL1.PREDA): From over DHP VORTAC via R-057 to PREDA INT. Then as filed. If filed via BR70V, expect radar vector to filed route after PREDA. If radio contact is not established by PREDA, turn right heading 120° and join filed route.

THNDR TRANSITION (FLL1.THNDR): From over DHP VORTAC via DHP R-335 to THNDR INT. Then as filed.

ZAPPA TRANSITION (FLL1.ZAPPA): Intercept DHP VORTAC R-057 to ZAPPA. Then as filed.

TAKE-OFF OBSTACLES

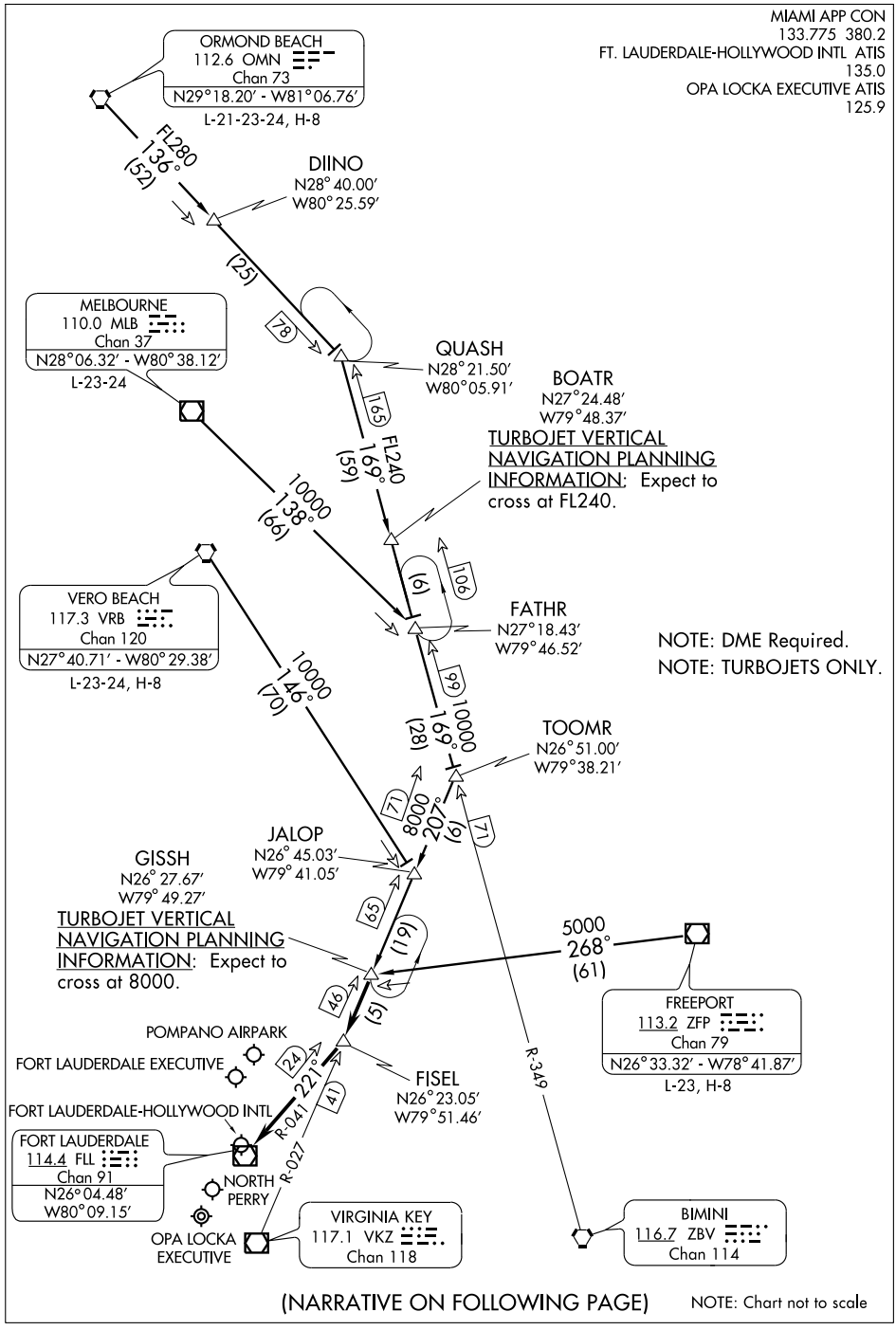
NOTE: Rwy 8: Tree 1905' from DER, 482' right of centerline, 80' AGL/89' MSL. Building 4721' from DER, 47' right of centerline, 150' AGL/159' MSL.

NOTE: Rwy 13: Hangar 252' from DER, 302' right of centerline, 29' AGL/39' MSL. Lt pole 634' from DER, 354' left of centerline, 44' AGL/54' MSL. Tree 808' from DER, 166' right of centerline, 29' AGL/39' MSL. Tree 2237 from DER, 258' right of centerline, 91' AGL/101' MSL. Ant on TWR 5130' from DER, 1825 right of centerline, 137' AGL/147' MSL.

NOTE: Rwy 26: Multiple trees beginning 2041' from DER, 256' left of centerline, up to 106' AGL/116' MSL. 6 towers 2.3 NM from DER, 5031' left of centerline, 399' AGL/409' MSL.

NOTE: Rwy 31: Multiple trees beginning 704' from DER, 263' right of centeline, up to 71' AGL/81' MSL.

MIAMI APP CON
133.775 380.2
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
OPA LOCKA EXECUTIVE ATIS
125.9



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

LOC I-FXE	APP CRS	Rwy Idg	6001
111.1	087°	TDZE	12
		Apt Elev	13

ILS or LOC RWY 8

FORT LAUDERDALE EXECUTIVE (FXE)

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct PRAIZ and hold.

ATIS	MIAMI APP CON	EXECUTIVE TOWER	GND CON	CLNC DEL	UNICOM
119.85	119.7 306.3	120.9 239.3	121.75	127.95	122.95

ADF REQUIRED

GILBI

2200
123°
(26.8)

LOCALIZER 111.1
I-FXE

345

267°
1 min
087°

267°

148

181

309

213

409

435±

LOM/IAF
PRAIZ
221 FX
PRAIZ INT

445

R-011

10 NM

MSA FX 25 NM
2600

113.9 DHP
Chan 86

1049
1049

1000	2200	PRAIZ
		221

One Minute Holding Pattern

PRAIZ LOM/INT

2141

2200 ←267°
087°→

GS 3.00°
TCH 56

2200

087°

6.4 NM

ELEV 13

087° 6.4 NM from FAF

51

13

6001 X 100

26

4000 X 100

8

TDZE
12

75

31

CATEGORY	A	B	C	D
S-ILS 8	212-½ 200 (200-½)			
S-LOC 8	520-½ 508 (600-½)		520-1 508 (600-1)	
CIRCLING	580-1 567 (600-1)		580-1½ 567 (600-1½)	680-2 667 (700-2)

REIL Rwys 13, 26 and 31
HIRL Rwy 8-26
MIRL Rwy 13-31

FAF to MAP 6.4 NM

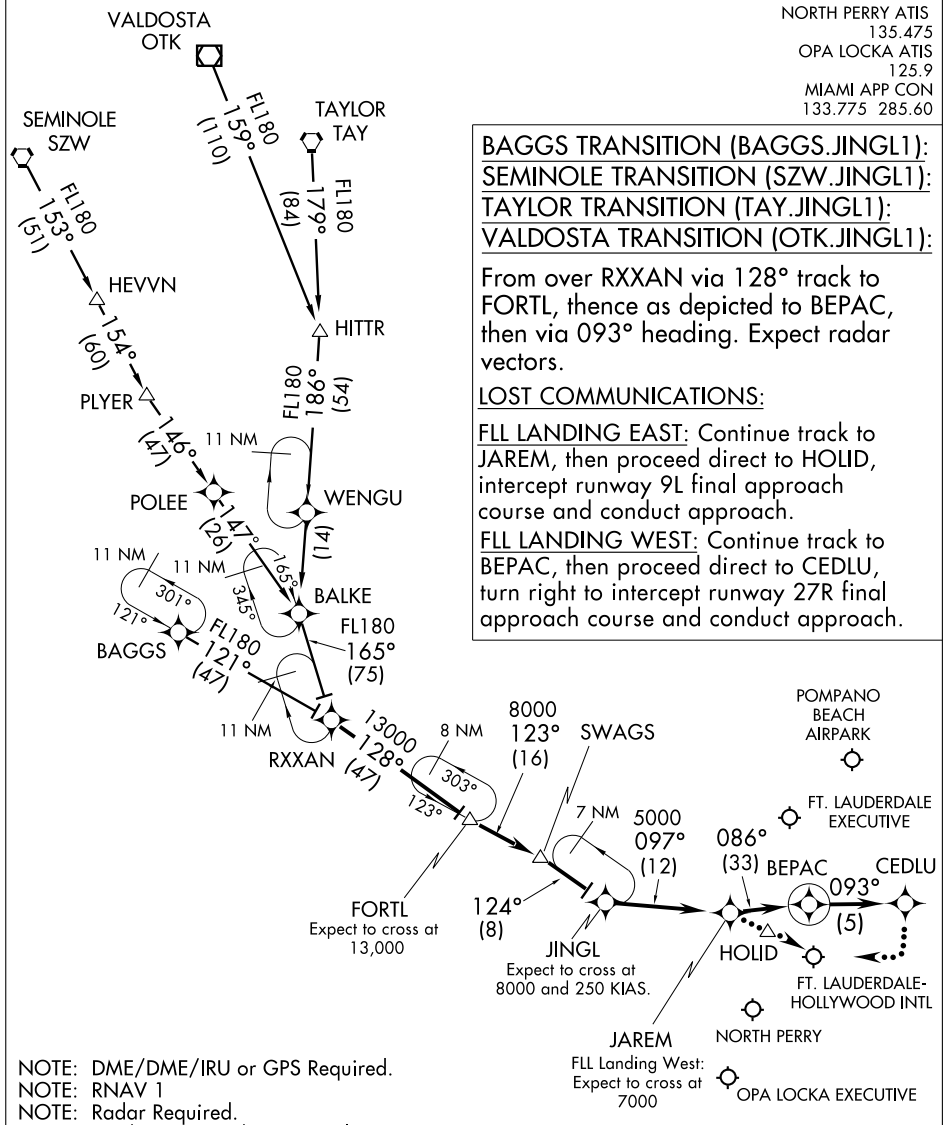
Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

SE-3, 03 JUN 2010 to 01 JUL 2010

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS 135.0
FT. LAUDERDALE EXECUTIVE ATIS 119.85
POMPANO BEACH AIRPARK ATIS 120.55
NORTH PERRY ATIS 135.475
OPA LOCKA ATIS 125.9
MIAMI APP CON 133.775 285.60



BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6001
087°	TDZE	12
	Apt Elev	13

RNAV (GPS) RWY 8

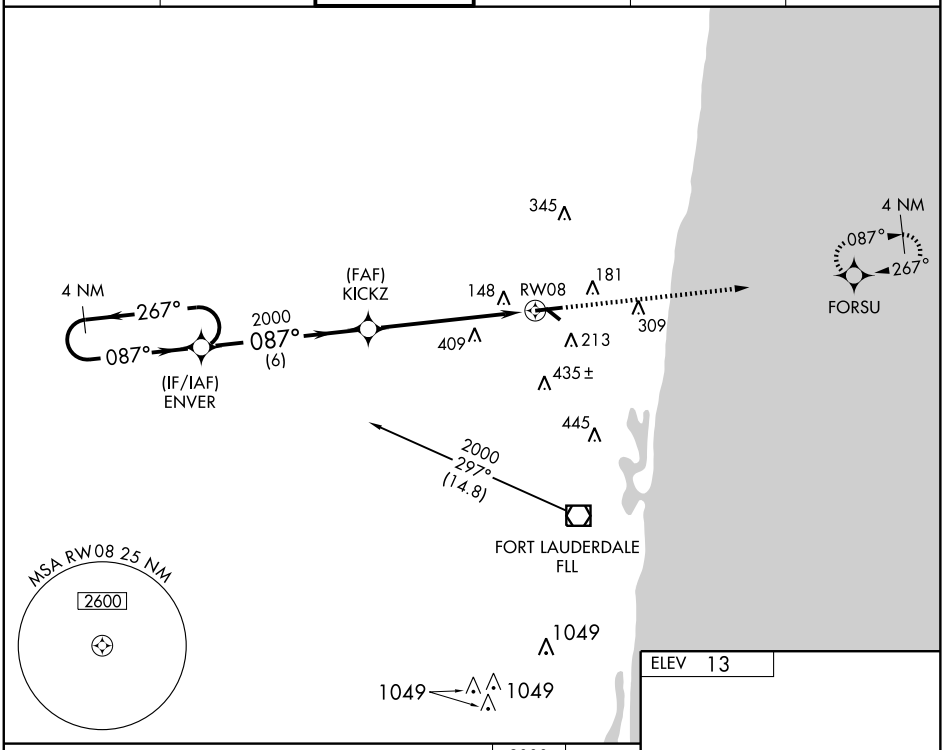
FORT LAUDERDALE EXECUTIVE (FXE)

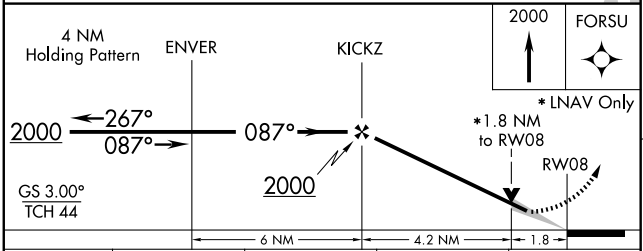
T A NA W — Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

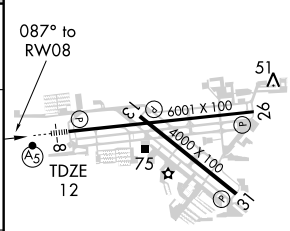
MALSR

MISSED APPROACH: Climb to 2000 direct FORSU WP and hold.

ATIS	MIAMI APP CON	EXECUTIVE TOWER	GND CON	CLNC DEL	UNICOM
119.85	119.7 306.3	120.9 239.3	121.75	127.95	122.95







CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	440-1 428 (500-1)			
LNAV MDA	640-½ 628 (700-½)		640-1¼ 628 (700-1¼)	640-1½ 628 (700-1½)
CIRCLING	640-1½ 627 (700-1½)		640-1¾ 627 (700-1¾)	640-2 627 (700-2)

REIL Rwys 13, 26 and 31
HIRL Rwy 8-26
MIRL Rwy 13-31

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6001
267°	TDZE	13
	Apt Elev	13

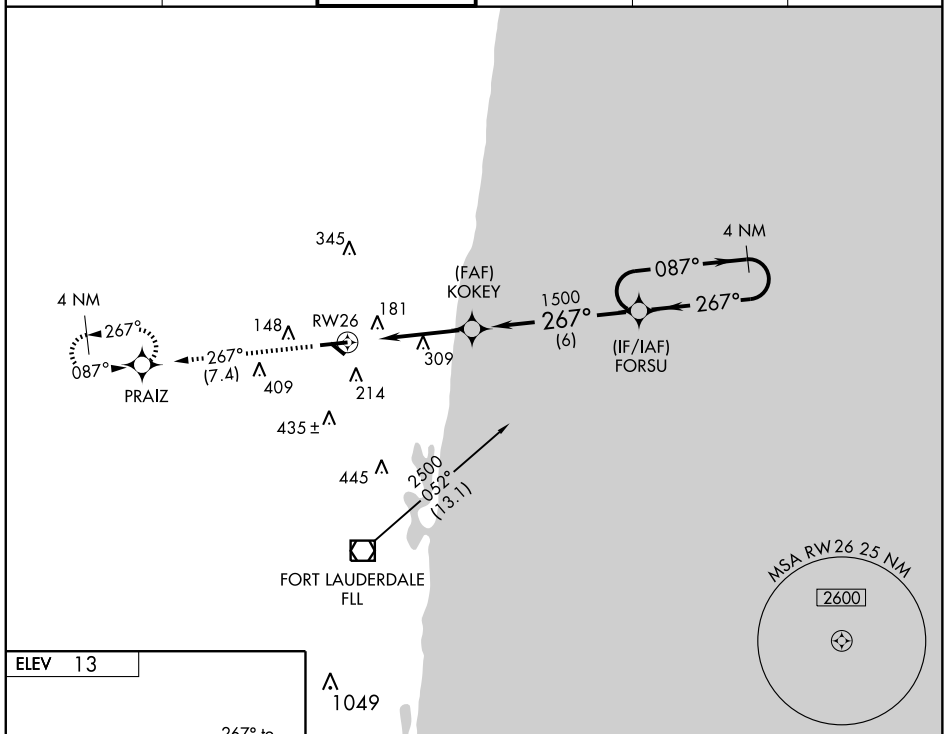
RNAV (GPS) RWY 26
FORT LAUDERDALE EXECUTIVE (FXE)

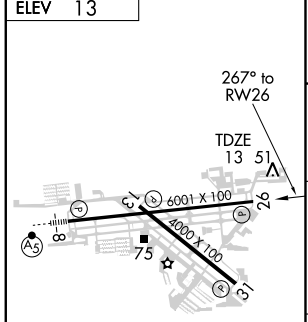
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

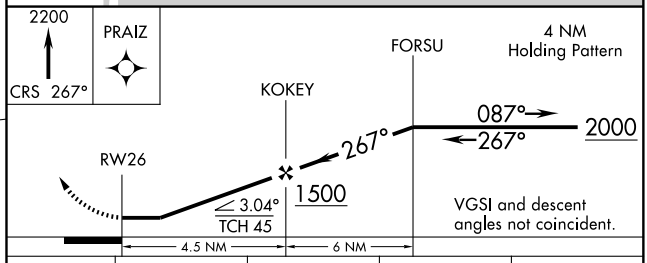
NA

MISSED APPROACH: Climb to 2200 via 267° course to PRAIZ WP and hold.

ATIS	MIAMI APP CON	EXECUTIVE TOWER	GND CON	CLNC DEL	UNICOM
119.85	119.7 306.3	120.9 239.3	121.75	127.95	122.95



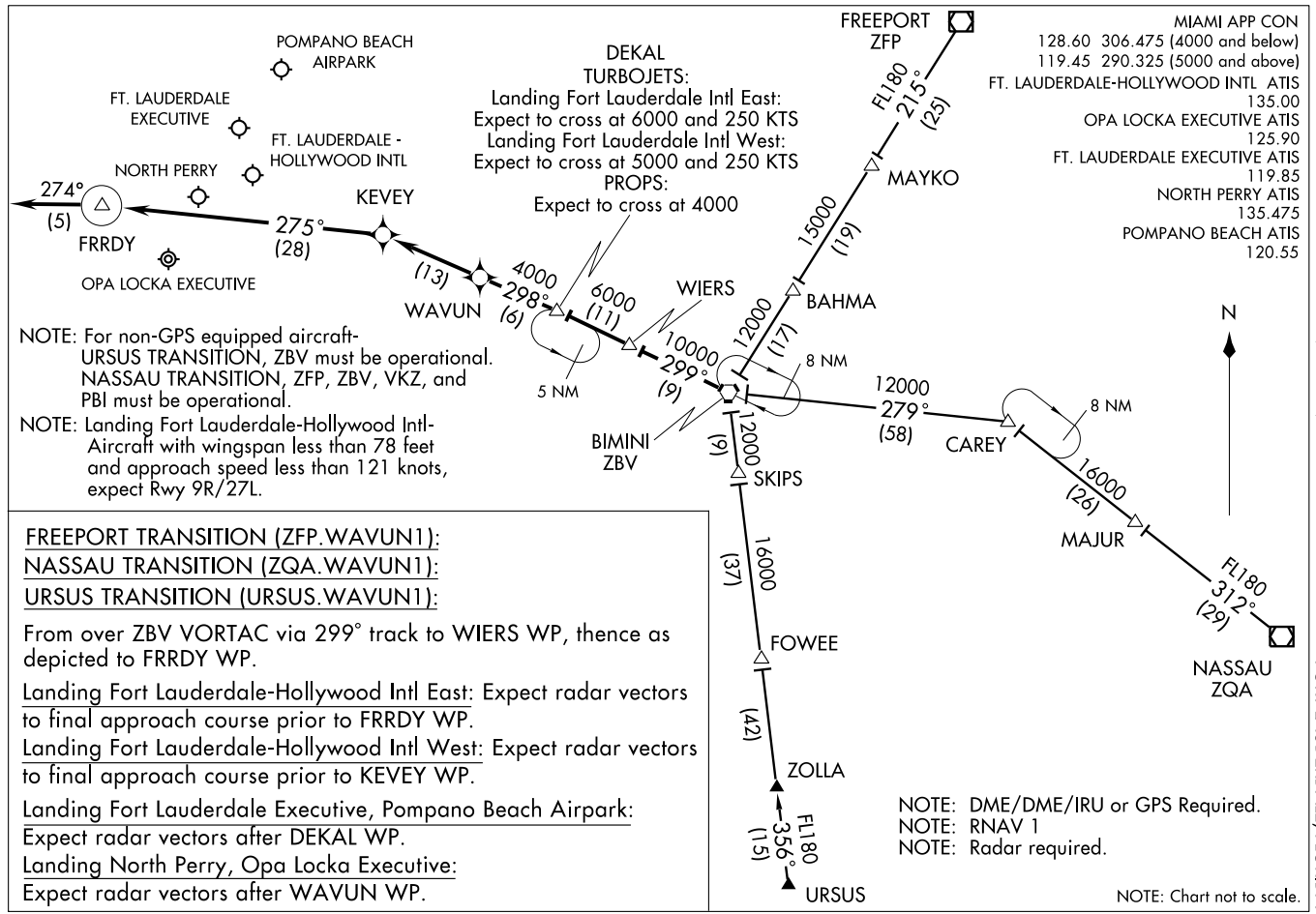




CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	620-1 607 (700-1)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)
CIRCLING	620-1 607 (700-1)		620-1¾ 607 (700-1¾)	620-2 607 (700-2)

REIL Rwys 13, 26 and 31
HIRL Rwy 8-26
MIRL Rwy 13-31

SE-3, 03 JUN 2010 to 01 JUL 2010



(WAVUN.WAVUN1) 08157

WAVUN ONE ARRIVAL (RNAV)

ST-744 (FAA)

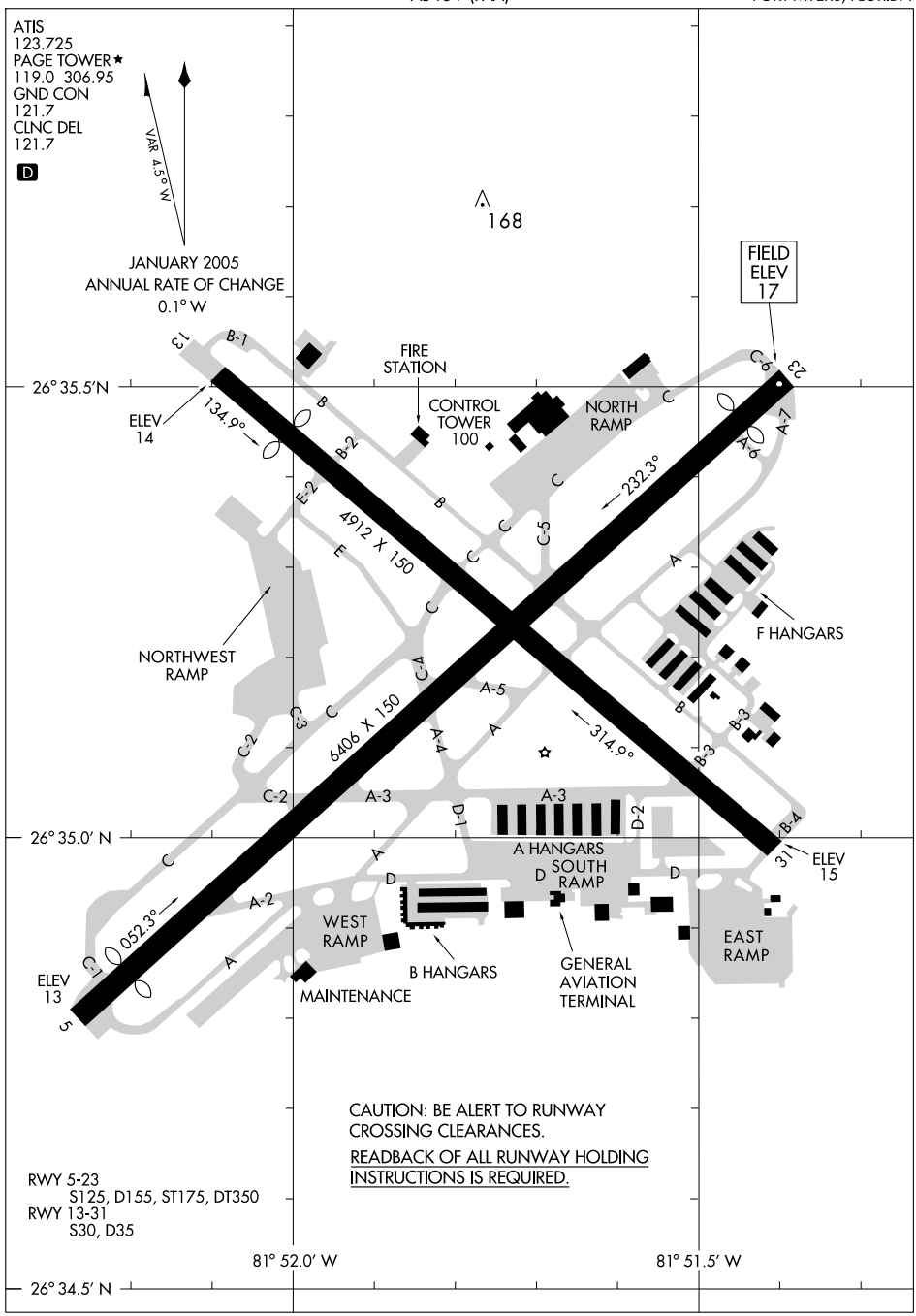
FORT LAUDERDALE, FLORIDA

09239

AIRPORT DIAGRAM

AL-154 (FAA)

FORT MYERS / PAGE FIELD (FMY)
FORT MYERS, FLORIDA

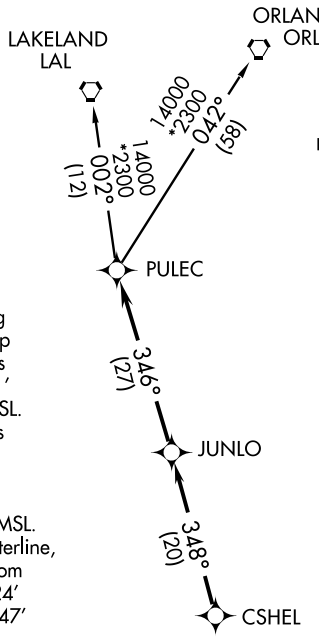


SE-3, 03 JUN 2010 to 01 JUL 2010

CSHEL FOUR DEPARTURE (RNAV)

ATIS 123.725
CLNC DEL 121.7
GND CON 121.7
PAGE TOWER★ 119.0 (CTAF) 306.95
FORT MYERS DEP CON★ 126.8 385.45

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.



TAKEOFF OBSTACLES:

Rwy 5: Bush, train and multiple trees beginning 81' from DER, 52' right of centerline, up to 73' AGL/90' MSL. Multiple antennas and trees beginning 330' from DER, 81' left of centerline, up to 70' AGL/86' MSL.

Rwy 13: Bush, road, buildings and multiple trees beginning 66' from DER, 138' right of centerline, up to 52 AGL/66' MSL. Rod on light pole 306' from DER, 375' right of centerline, up to 22' AGL/37' MSL. Trees 644' from DER, 375' right of centerline, up to 72' AGL/87' MSL. Fence 241' from DER, 138' left of centerline, 10' AGL/24' MSL. OL on building 829' from DER, 447' left of centerline, 34' AGL/48' MSL.

Rwy 23: Sign, concrete pole, OL on pole, tree and antenna beginning 98' from DER, 95' right of centerline, up 36' AGL/49' MSL. Vehicles, concrete pole, OL on pole and trees beginning 288' from DER, 8' left of centerline, up to 62' AGL/75' MSL.

Rwy 31: Concrete pole, power poles, light poles, floodlights, vehicles, trees, antenna towers and bridge beginning 5' from DER, 285' right of centerline, up to 113' AGL/126' MSL. Power poles, concrete pole and trees beginning 67' from DER, 235' left of centerline, up to 74' AGL/88' MSL.

TAKEOFF MINIMUMS
Rwy 5, 13, 23, 31: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence . . . .

. . . . via (transition). Maintain 1500, or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL4.LAL):
ORLANDO TRANSITION (CSHEL4.ORL):

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5947
051°	TDZE	15
	Apt Elev	17

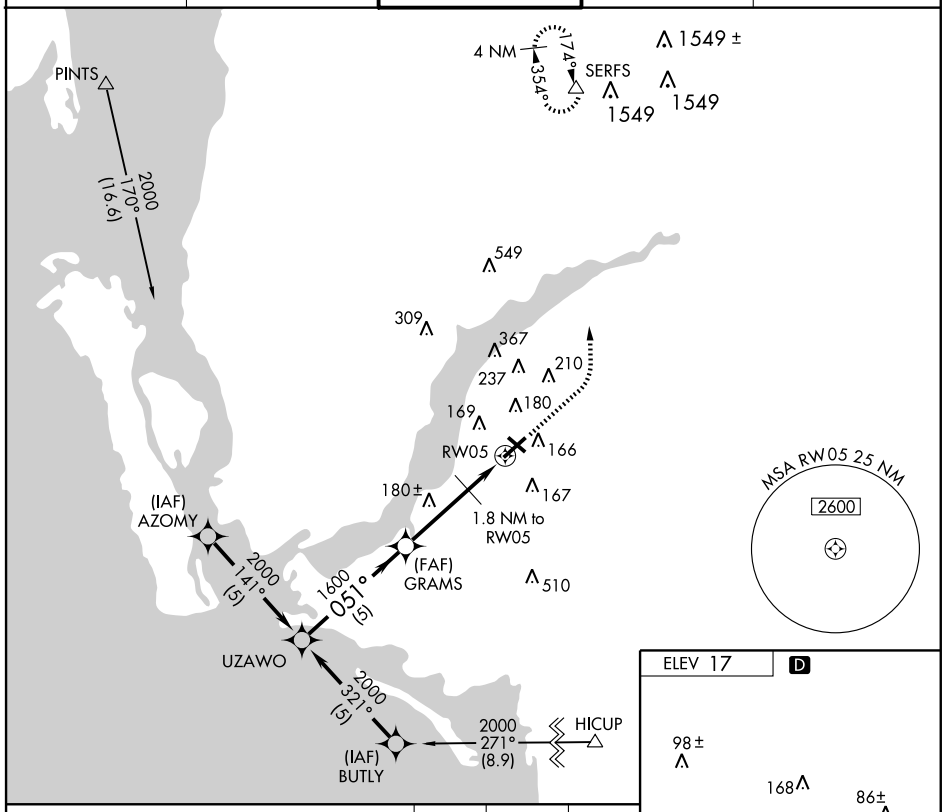
GPS RWY 5

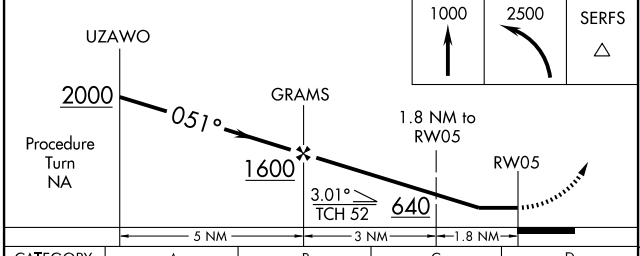
FORT MYERS / PAGE FIELD (FMY)

NA

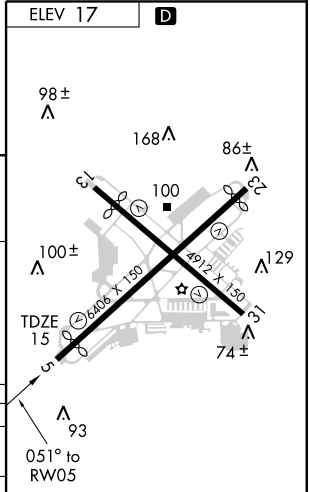
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct SERFS WP and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7





CATEGORY	A	B	C	D
S-5	380-1 365 (400-1)			NA
CIRCLING	540-1 523 (600-1)		540-1½ 523 (600-1½)	NA



MIRL Rwys 5-23 and 13-31

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6007
231°	TDZE	16
	Apt Elev	17

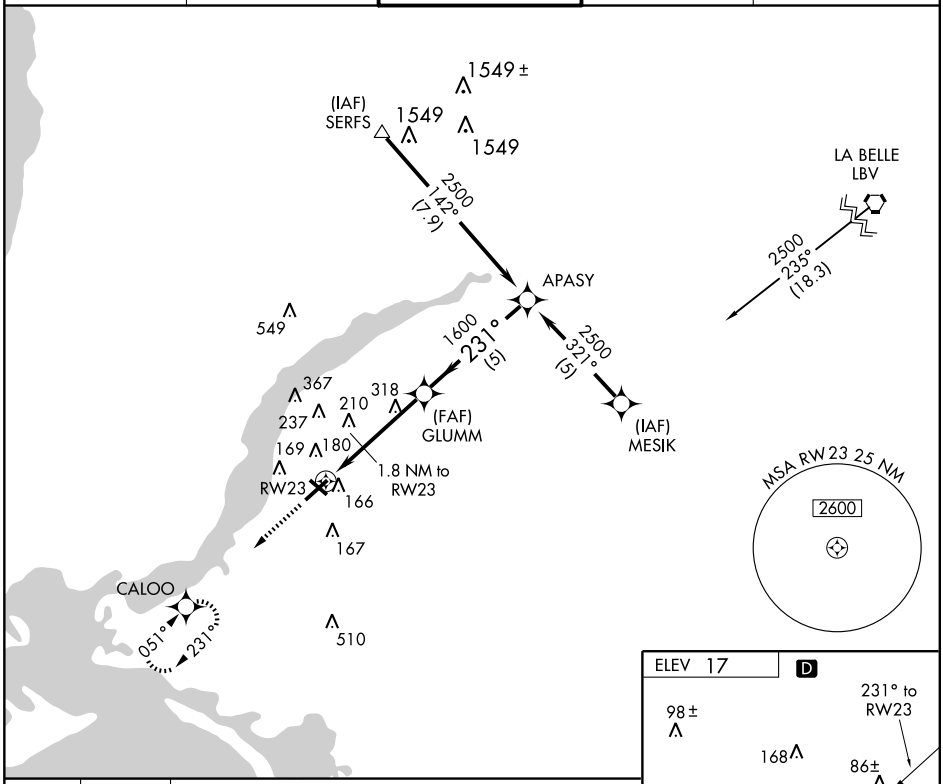
GPS RWY 23

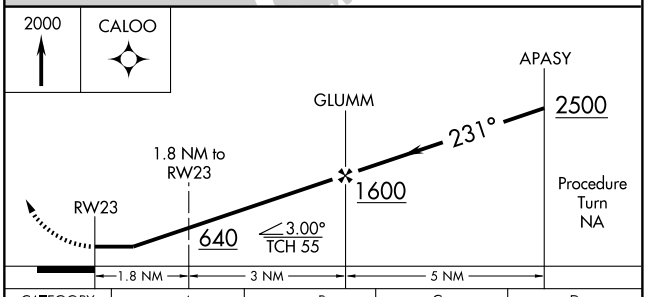
FORT MYERS / PAGE FIELD (FMY)

NA

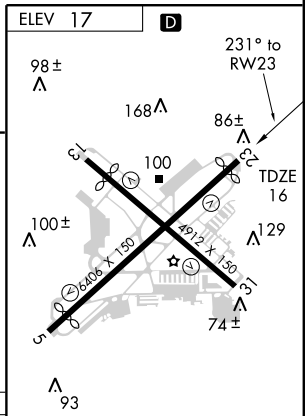
MISSED APPROACH: Climb to 2000 direct CALOO WP and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7





CATEGORY	A	B	C	D
S-23	420-1	404 (500-1)	420-1¼ 404 (500-1¼)	NA
CIRCLING	540-1	523 (600-1)	540-1½ 523 (600-1½)	NA



MIRL Rwys 5-23 and 13-31

SE-3. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4667
314°	TDZE	15
	Apt Elev	17

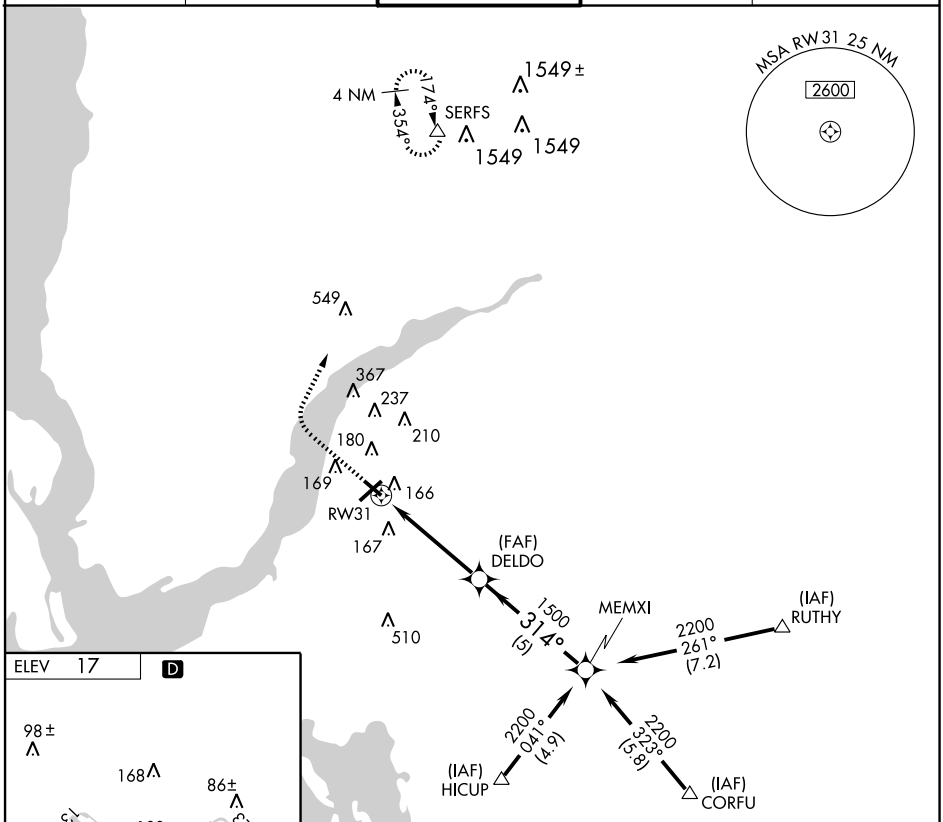
GPS RWY 31

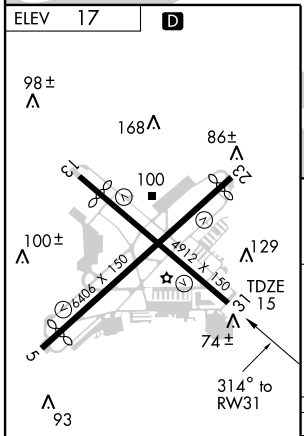
FORT MYERS / PAGE FIELD (FMY)

NA

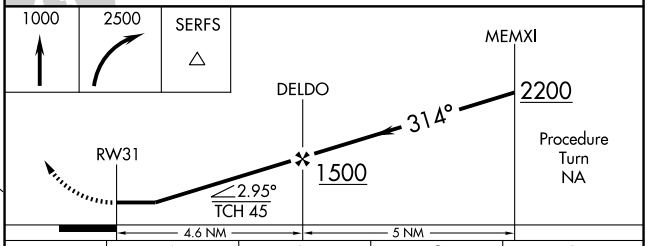
MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct SERFS WP and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7





MIRL Rwys 5-23 and 13-31



CATEGORY	A	B	C	D
S-31	480-1	465 (500-1)	480-1¼ 465 (500-1¼)	NA
CIRCLING	540-1	523 (600-1)	540-1½ 523 (600-1½)	NA

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-FMY	APP CRS	Rwy Idg	5947
110.7	051°	TDZE	15
		Apt Elev	17

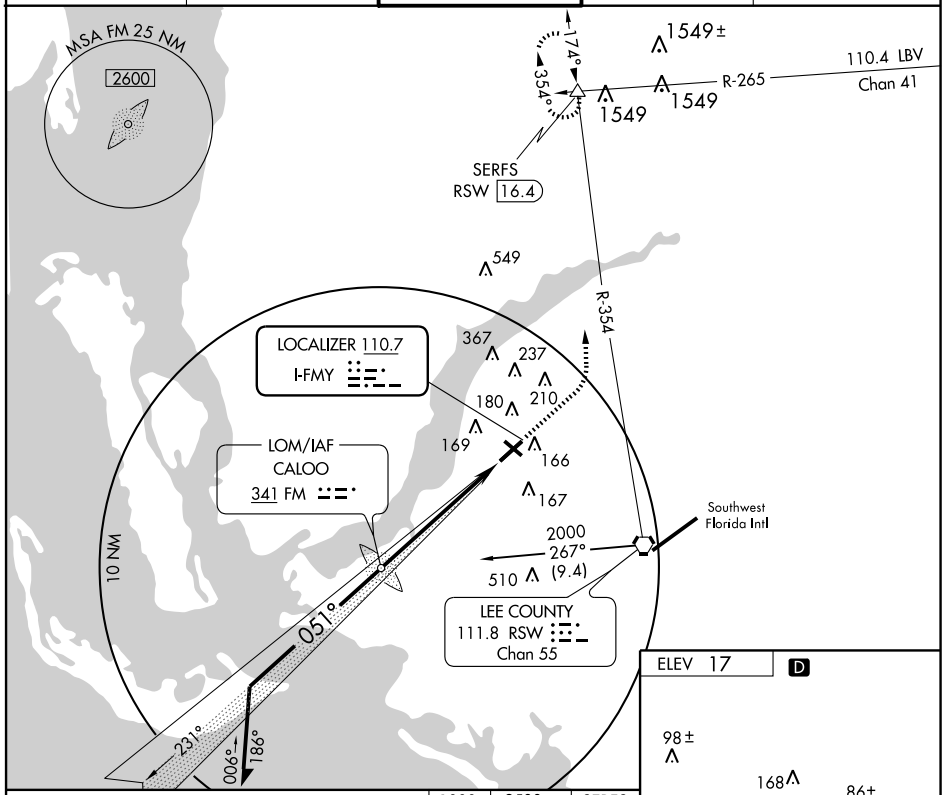
ILS RWY 5

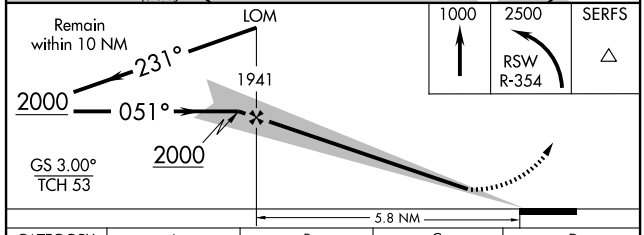
FORT MYERS / PAGE FIELD (FMY)

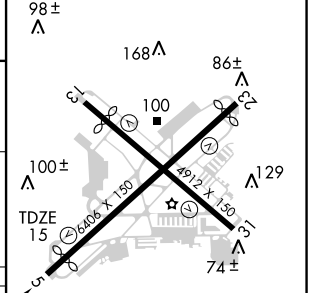
Inoperative table does not apply.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 via RSW R-354 to SERFS Int/RSW 16.4 DME and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7







CATEGORY	A	B	C	D
S-ILS 5	265-1 250 (300-1)			
S-LOC 5	440-1 425 (500-1)		440-1¼ 425 (500-1¼)	
CIRCLING	540-1 523 (600-1)		540-1½ 523 (600-1½)	600-2 583 (600-2)

FAF to MAP 5.8 NM

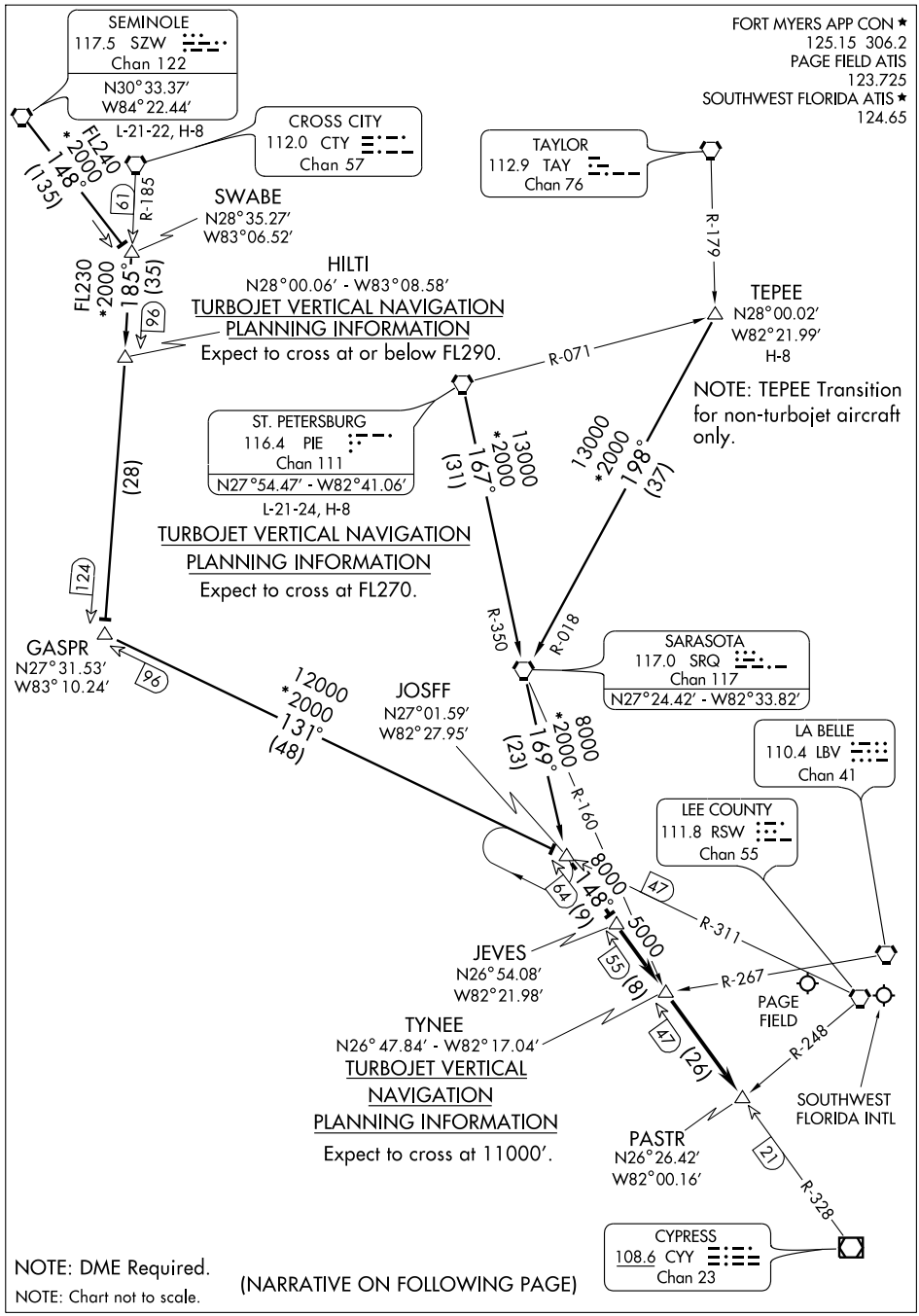
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

SE-3. 03 JUN 2010 to 01 JUL 2010

JOSFF THREE ARRIVAL

ST-154 (FAA)

FORT MYERS, FLORIDA



NOTE: DME Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

ST PETERSBURG TRANSITION (PIE.JOSFF3): From over PIE VORTAC via PIE R-167 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence . . . .

SEMINOLE TRANSITION (SZW.JOSFF3): From over SZW VORTAC via SZW R-148 to SWABE INT, then via CTY R-185 to GASPR INT, then via RSW R-311 to JOSFF INT. Thence . . . .

TEPEE TRANSITION (TEPEE.JOSFF3): From over TEPEE INT via SRQ R-018 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence. . . .

....From over JOSFF INT via CYY R-328 to JEVES and via CYY R-328 to PASTR INT. Expect radar vectors to final approach course.

APP CRS	Rwy Idg	4297
133°	TDZE	15
	Apt Elev	17

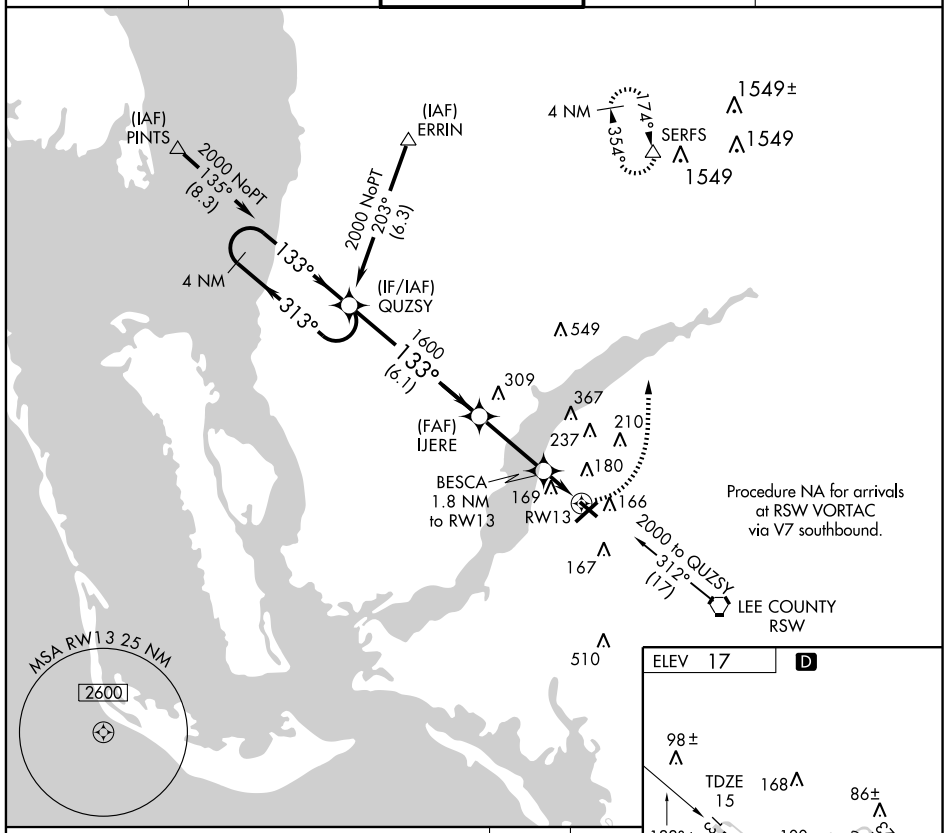
RNAV (GPS) RWY 13

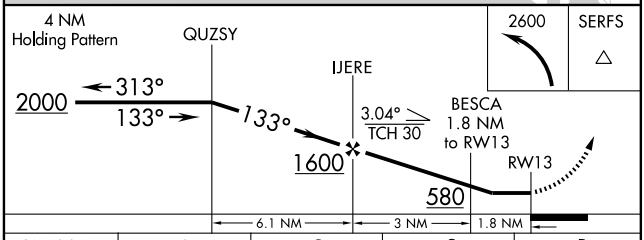
FORT MYERS / PAGE FIELD (FMY)

If local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

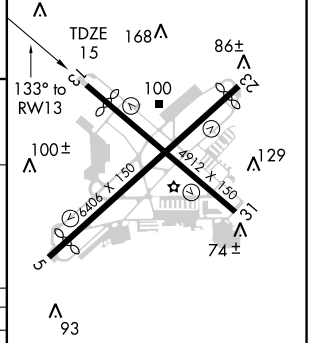
MISSED APPROACH: Climbing left turn to 2600 direct SERFS and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7





CATEGORY	A	B	C	D
LNAV MDA	420-1	405 (500-1)	420-1¼	405 (500-1¼)
CIRCLING	540-1	523 (600-1)	540-1½	600-2
			523 (600-1½)	583 (600-2)



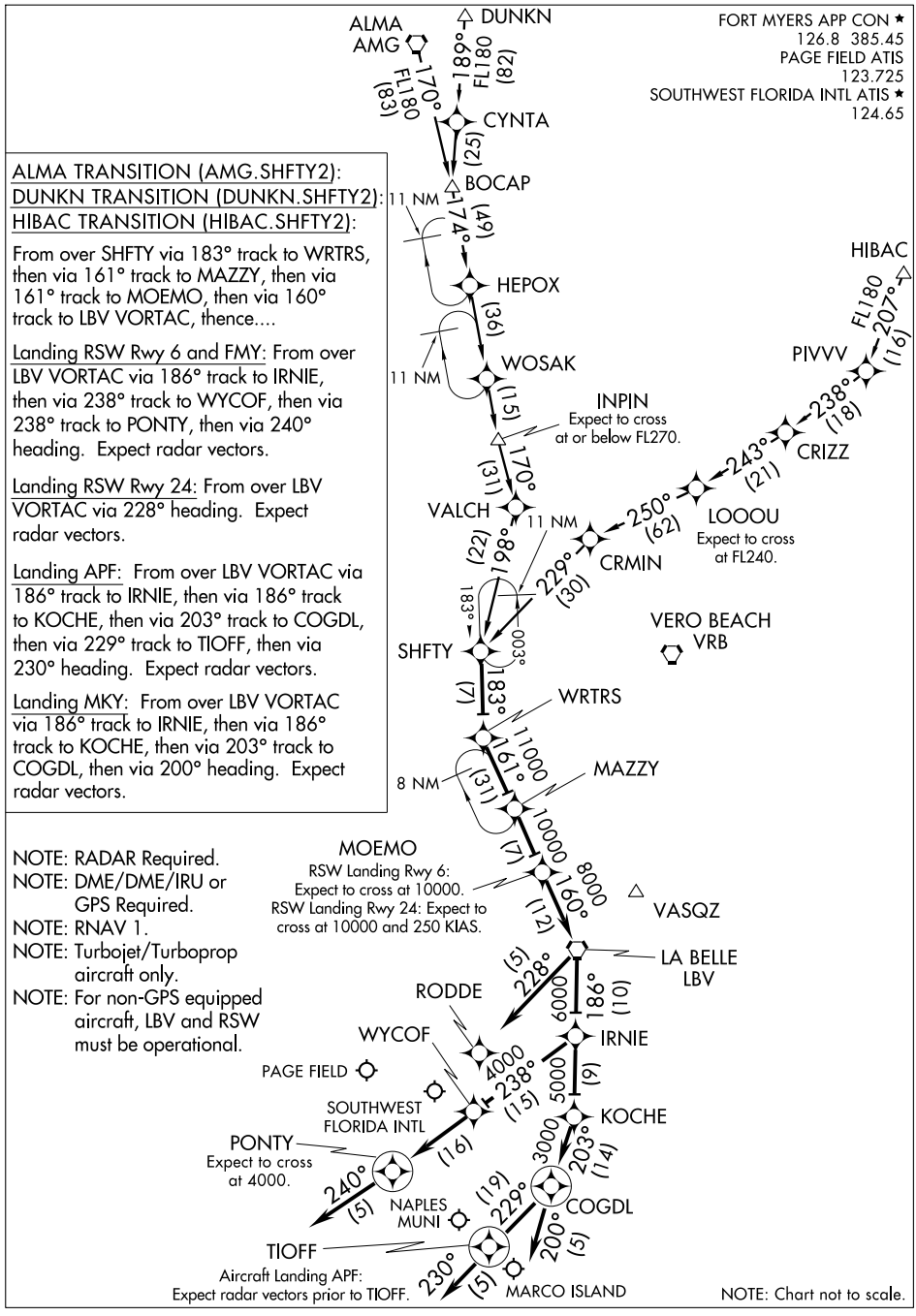
MIRL Rwys 5-23 and 13-31

SE-3, 03 JUN 2010 to 01 JUL 2010

(SHFTY.SHFTY2) 10154 ST-154 (FAA)

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA



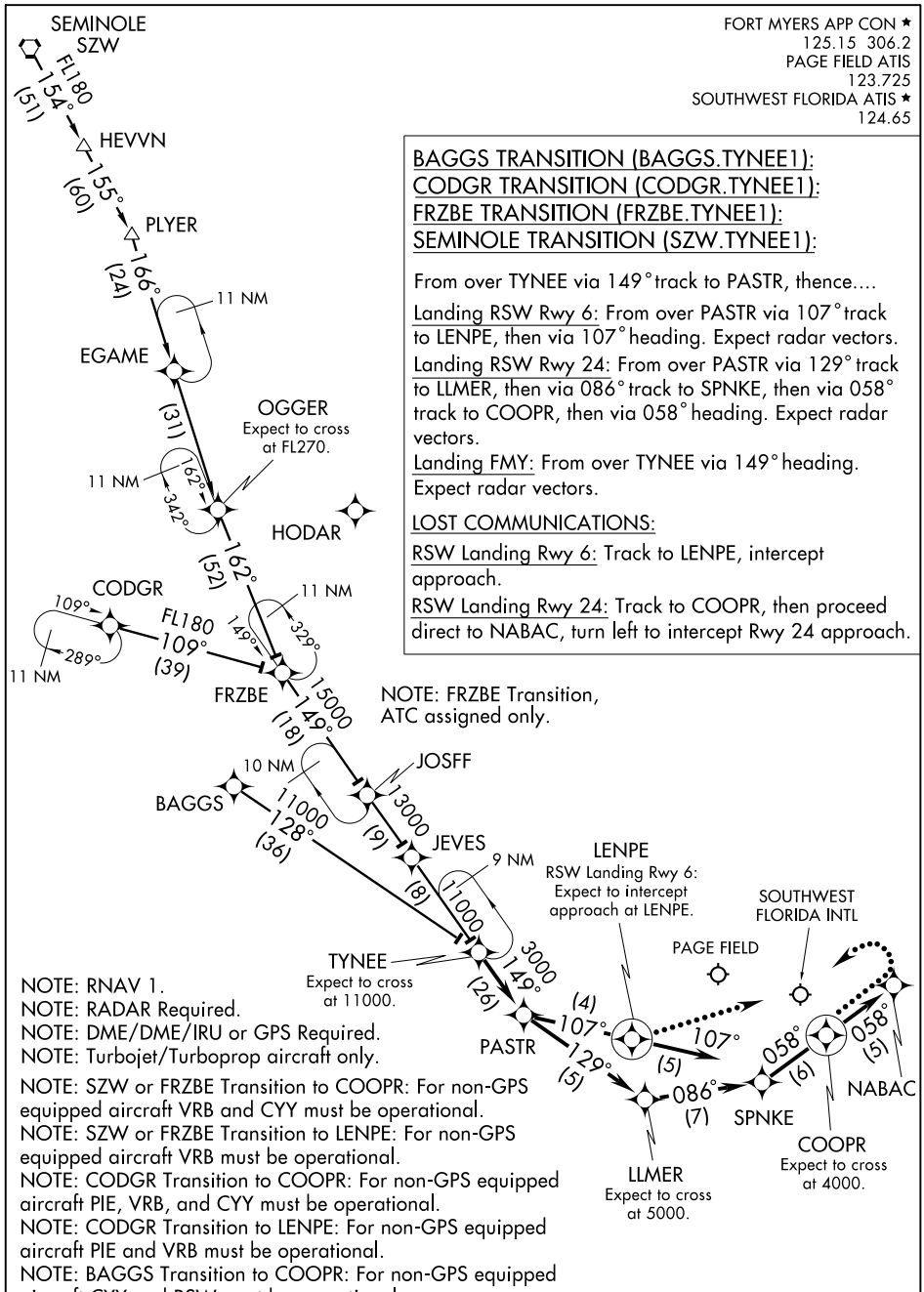
SE-3, 03 JUN 2010 to 01 JUL 2010

(TYNEE.TYNEE1) 08269

TYNEE ONE ARRIVAL (RNAV) ST-154 (FAA)

FORT MYERS, FLORIDA

FORT MYERS APP CON ★
125.15 306.2
PAGE FIELD ATIS
123.725
SOUTHWEST FLORIDA ATIS ★
124.65



BAGGS TRANSITION (BAGGS.TYNEE1):
CODGR TRANSITION (CODGR.TYNEE1):
FRZBE TRANSITION (FRZBE.TYNEE1):
SEMINOLE TRANSITION (SZW.TYNEE1):

From over TYNEE via 149° track to PASTR, thence....

Landing RSW Rwy 6: From over PASTR via 107° track to LENPE, then via 107° heading. Expect radar vectors.

Landing RSW Rwy 24: From over PASTR via 129° track to LLMER, then via 086° track to SPNKE, then via 058° track to COOPR, then via 058° heading. Expect radar vectors.

Landing FMY: From over TYNEE via 149° heading. Expect radar vectors.

LOST COMMUNICATIONS:

RSW Landing Rwy 6: Track to LENPE, intercept approach.

RSW Landing Rwy 24: Track to COOPR, then proceed direct to NABAC, turn left to intercept Rwy 24 approach.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: SZW or FRZBE Transition to COOPR: For non-GPS equipped aircraft VRB and CYY must be operational.
NOTE: SZW or FRZBE Transition to LENPE: For non-GPS equipped aircraft VRB must be operational.
NOTE: CODGR Transition to COOPR: For non-GPS equipped aircraft PIE, VRB, and CYY must be operational.
NOTE: CODGR Transition to LENPE: For non-GPS equipped aircraft PIE and VRB must be operational.
NOTE: BAGGS Transition to COOPR: For non-GPS equipped aircraft CYY and RSW must be operational.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC RSW 111.8 Chan 55	APP CRS 129°	Rwy Idg 4297 TDZE 15 Apt Elev 17

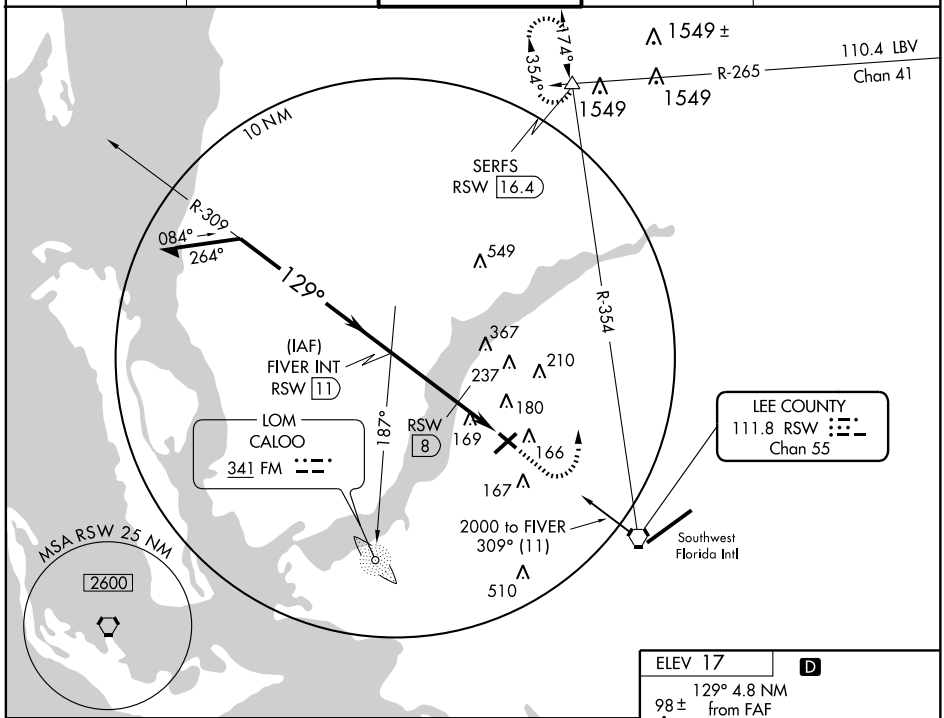
VOR RWY 13

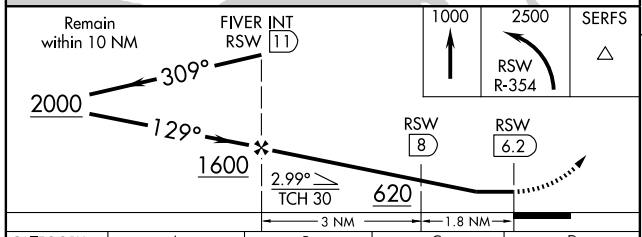
FORT MYERS / PAGE FIELD (FMY)

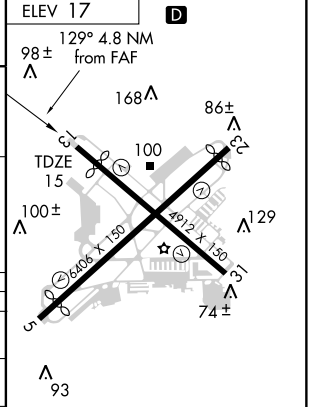
ADF or DME REQUIRED

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 via RSW R-354 to SERFS Int/RSW 16.4 DME and hold.

ATIS	FORT MYERS APP CON ★	PAGE TOWER ★	GND CON	CLNC DEL
123.725	126.8 385.45	119.0 (CTAF) 306.95	121.7	121.7







CATEGORY	A	B	C	D
S-13	620-1 605 (700-1)		620-1¾ 605 (700-1¾)	620-2 605 (700-2)
CIRCLING	620-1 603 (700-1)		620-1¾ 603 (700-1¾)	620-2 603 (700-2)
DME MINIMUMS				
S-13	480-1 465 (500-1)		480-1¼ 465 (500-1¼)	480-1½ 465 (500-1½)
CIRCLING	540-1 523 (600-1)		540-1½ 523 (600-1½)	600-2 583 (600-2)

MIRL Rwys 5-23 and 13-31

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-3, 03 JUN 2010 to 01 JUL 2010

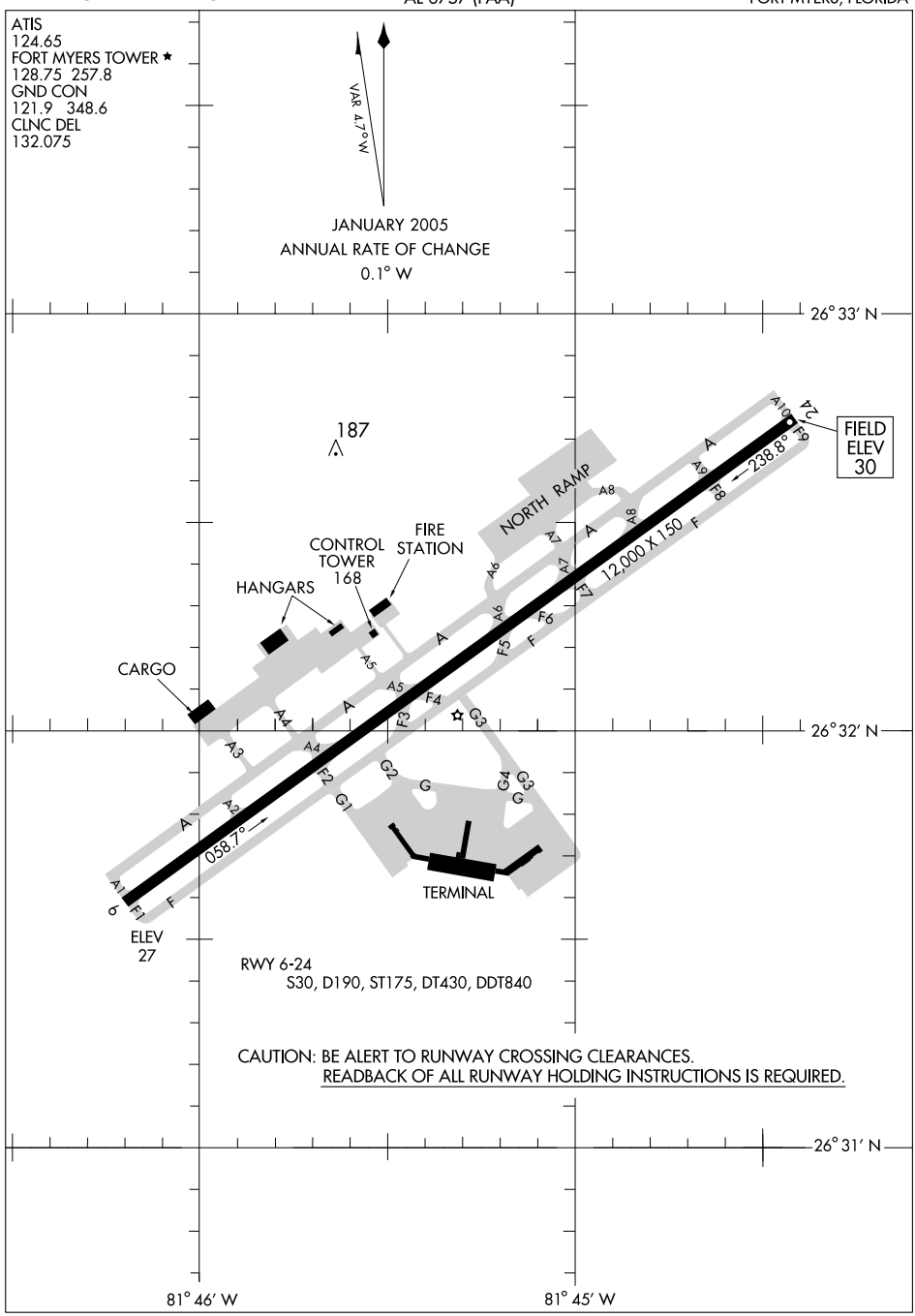
09183

AIRPORT DIAGRAM

FORT MYERS/SOUTHWEST FLORIDA INTL (RSW)

AL-6757 (FAA)

FORT MYERS, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

ALICO THREE DEPARTURE

FORT MYERS/SOUTHWEST FLORIDA INTL (RSW)
SL-6757 (FAA)
FORT MYERS, FLORIDA

ATIS 124.65
CLNC DEL 132.075
GND CON
121.9 348.6
FORT MYERS TOWER★
128.75 257.8
FORT MYERS DEP CON★
126.8 385.45
MIAMI CENTER
134.75 322.5
UNICOM 122.95 (CTAF)

ST. PETERSBURG
116.4 PIE
Chan 111
N27°54.47′ - W82°41.06′
L-21-24, H-8

ORLANDO
112.2 ORL
Chan 59
N28°32.56′ - W81°20.10′
L-21-23-24, H-8

LAKELAND
116.0 LAL
Chan 107
N27°59.17′ - W82°00.83′
L-21-24, H-8

SARASOTA
117 SRQ
Chan 117
N27°24.42′ - W82°33.82′
L-21-23, H-8

LA BELLE
110.4 LBV
Chan 41
N26°49.69′ - W81°23.49′
L-21-23, H-8

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′ - W81°46.55′
L-21-23, H-8

PAHOKEE
115.4 PHK
Chan 101
N26°46.96′ - W80°41.49′
L-23, H-8

310°
270°
238°
3000
RSW
2.3

CYPRESS
108.6 CYY
Chan 23
N26°09.21′ - W81°46.69′
L-21-23, H-8

LOM
MUFFE
336 RS
N26°29.03′
W81°50.07′

FT. LAUDERDALE
114.4 FLL
Chan 91
N26°04.48′ - W80°09.15′
L-23, H-8

TAKEOFF MINIMUMS:
Rwys 6 and 24 STANDARD.

NOTE: DME Required.

NOTE: Chart not to scale.

KEY WEST
113.5 EYW
Chan 82
N24°35.15′ - W81°48.03′
L-21-23, H-8

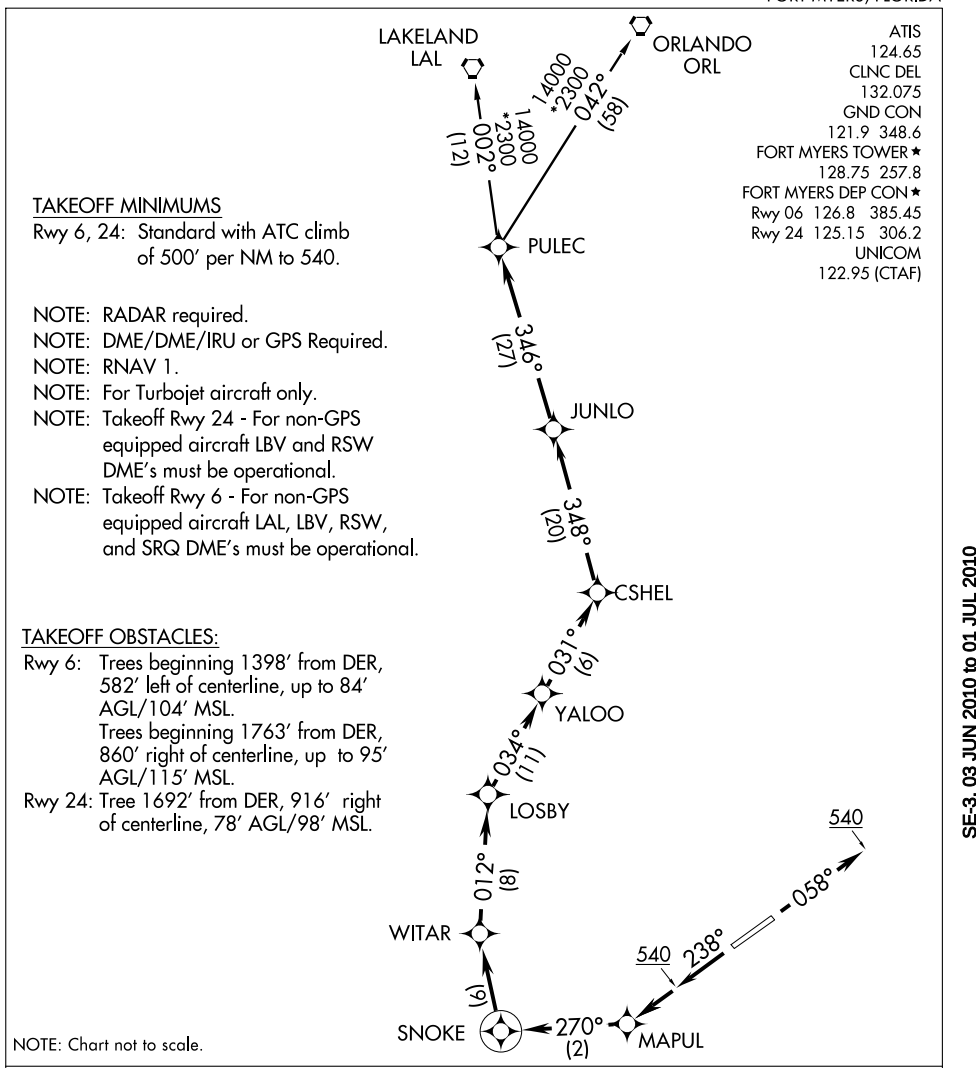
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Climb on runway heading or as assigned for vectors to join filed route.
TAKE-OFF RUNWAY 24: Fly heading 238° (or as assigned) until RSW 2.3 DME, then turn right heading 270°. Leaving 3000 feet, turn right heading 310°. Expect radar vectors to assigned route.
All aircraft maintain 4000 feet or assigned lower altitude. Expect further clearance to filed altitude within 10 minutes after departure.

SE-3, 03 JUN 2010 to 01 JUL 2010

CSHEL FOUR DEPARTURE (RNAV)

FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)
FORT MYERS, FLORIDA



TAKEOFF MINIMUMS
Rwy 6, 24: Standard with ATC climb of 500′ per NM to 540.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: Takeoff Rwy 24 - For non-GPS equipped aircraft LBV and RSW DME's must be operational.
NOTE: Takeoff Rwy 6 - For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.

TAKEOFF OBSTACLES:
Rwy 6: Trees beginning 1398′ from DER, 582′ left of centerline, up to 84′ AGL/104′ MSL.
Trees beginning 1763′ from DER, 860′ right of centerline, up to 95′ AGL/115′ MSL.
Rwy 24: Tree 1692′ from DER, 916′ right of centerline, 78′ AGL/98′ MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 058° or as assigned by ATC to 540. Expect vectors to CSHEL, then via depicted route to PULEC, thence....
TAKEOFF RUNWAY 24: Climb heading 238° to 540, then direct MAPUL, then climb via 270° track to SNOKE, then right turn direct WITAR, then via depicted route to PULEC, thence....

....via (transition). Maintain 4000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

LAKELAND TRANSITION (CSHEL4.LAL):
ORLANDO TRANSITION (CSHEL4.ORL):

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-RSW	APP CRS	Rwy Idg	12000
111.5	058°	TDZE	27
		Apt Elev	30

ILS or LOC RWY 6

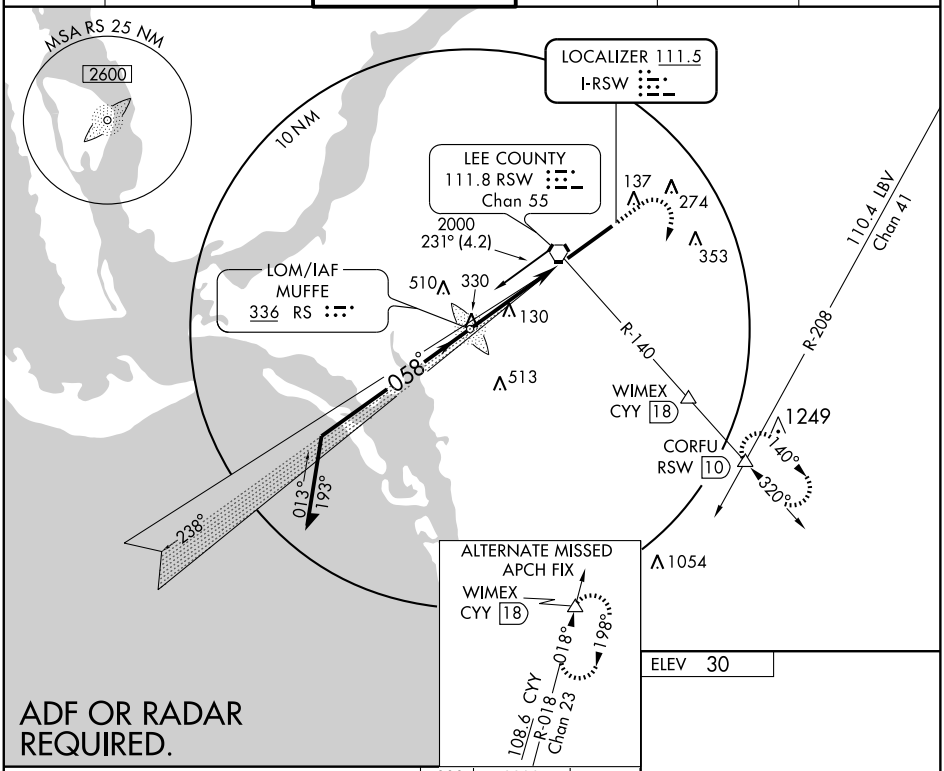
FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)

Cat. E procedure turn NA-RADAR Required.
For inoperative MALSR, increase S-ILS-6 Cat. E visibility to RVR 4000 and S-LOC-6 Cat. E visibility to RVR 6000.

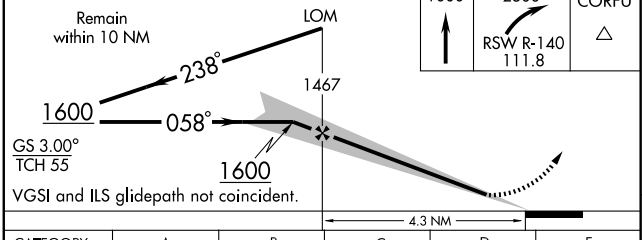
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 via RSW VORTAC R-140 to CORFU Int/ RSW 10 DME and hold.

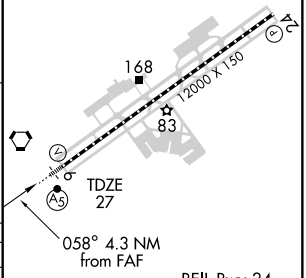
ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 385.45	128.75 257.8	121.9 348.6	132.075	122.95 (CTAF)



1000 ↑	2300 RSW R-140 111.8	CORFU △



ELEV 30



REIL Rwy 24
TDZ/CL Rwy 6
HIRL Rwy 6-24

CATEGORY	A	B	C	D	E
S-ILS-6	227/18 200 (200-½)				227/24 200 (200-½)
S-LOC-6	380/24 353 (400-½)			380/40 353 (400-¾)	
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)	720-2½ 690 (700-2½)

FAF to MAP 4.3 NM

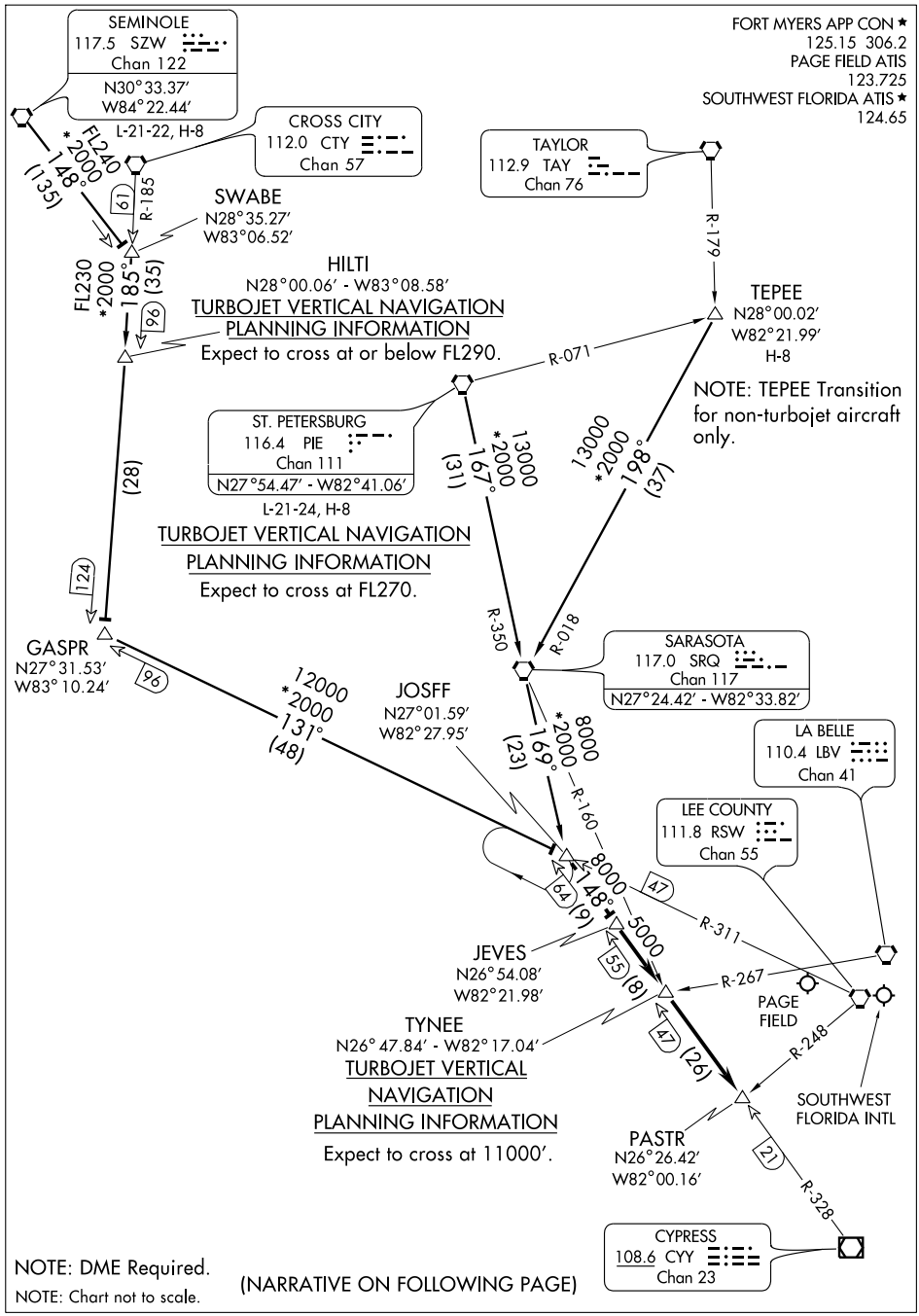
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-3. 03 JUN 2010 to 01 JUL 2010

JOSFF THREE ARRIVAL

ST-154 (FAA)

FORT MYERS, FLORIDA



NOTE: DME Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

ST PETERSBURG TRANSITION (PIE.JOSFF3): From over PIE VORTAC via PIE R-167 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence . . . .

SEMINOLE TRANSITION (SZW.JOSFF3): From over SZW VORTAC via SZW R-148 to SWABE INT, then via CTY R-185 to GASPR INT, then via RSW R-311 to JOSFF INT. Thence . . . .

TEPEE TRANSITION (TEPEE.JOSFF3): From over TEPEE INT via SRQ R-018 to SRQ VORTAC, then via SRQ R-169 to JOSFF INT. Thence. . . .

....From over JOSFF INT via CYY R-328 to JEVES and via CYY R-328 to PASTR INT. Expect radar vectors to final approach course.

WAAS	APP CRS	Rwy Idg 12000
CH 65619	058°	TDZE 27
W06A		Apt Elev 30

RNAV (GPS) RWY 6

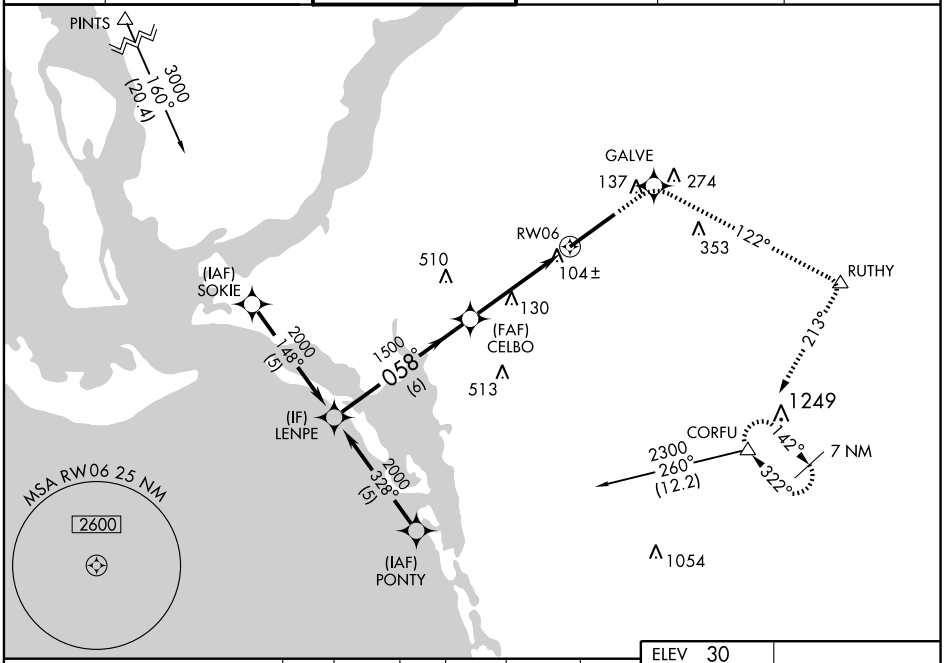
FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV all Cats visibility to RVR 5000, and LNAV Cat. D visibility to RVR 6000.

MALSR

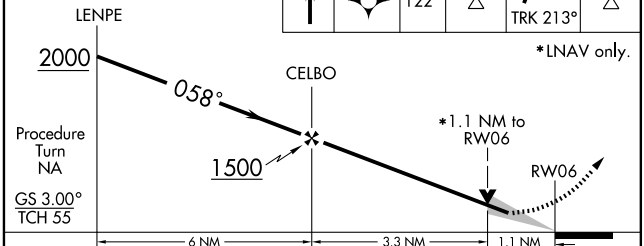
MISSED APPROACH: Climb to 2300 direct GALVE and via 122° track to RUTHY and right turn via 213° track to CORFU and hold.

ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 385.45	128.75 257.8	121.9 348.6	132.075	122.95 (CTAF)

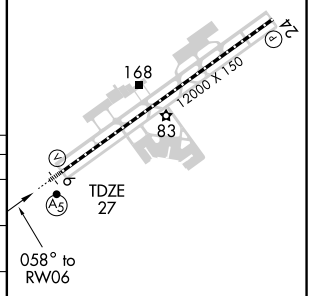


2300	GALVE	TRK 122°	RUTHY	TRK 213°	CORFU

*LNAV only.



ELEV 30



CATEGORY	A	B	C	D
LPV DA	330/24	303 (300-½)		
LNAV/VNAV DA	380/40	353 (400-¾)		
LNAV MDA	440/24	413 (500-½)	440/40 413 (500-¾)	440/50 413 (500-1)
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)

REIL Rwy 24
TDZ/CL Rwy 6
HIRL Rwy 6-24

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH 70319	238°	Rwy Idg	12000
W24A		TDZE	30
		Apt Elev	30

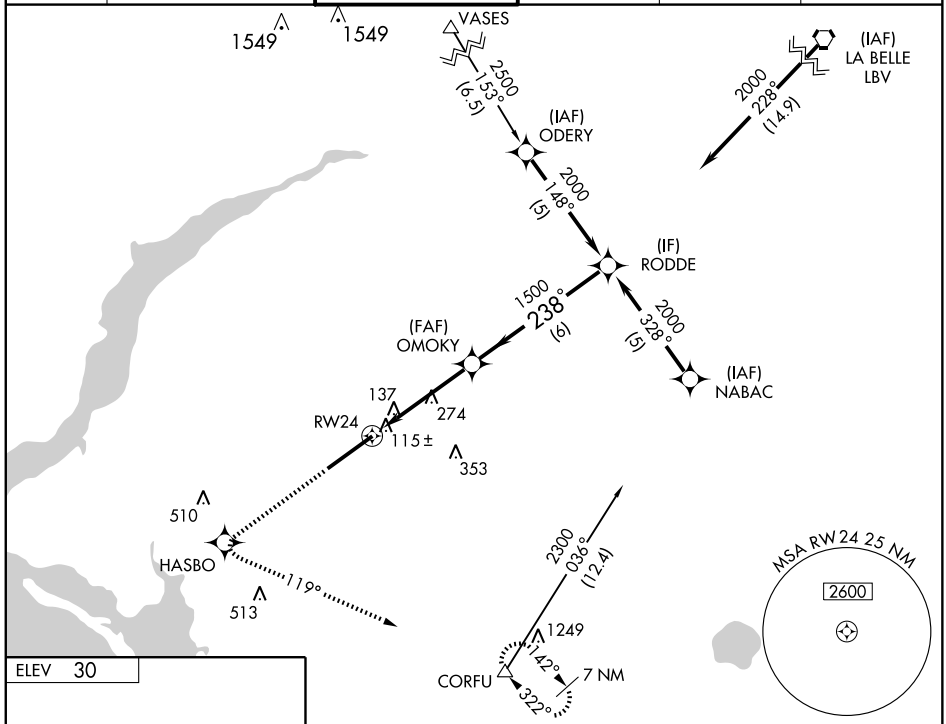
RNAV (GPS) RWY 24

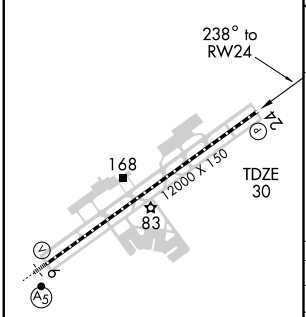
FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)

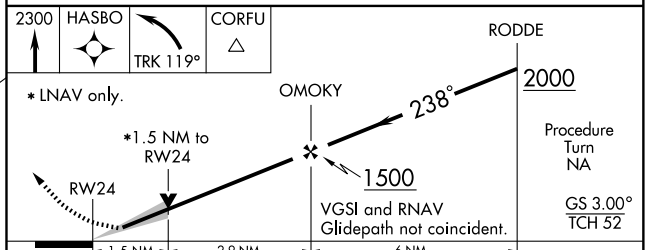
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct HASBO and left turn via 119° track to CORFU and hold.

ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 385.45	128.75 257.8	121.9 348.6	132.075	122.95 (CTAF)



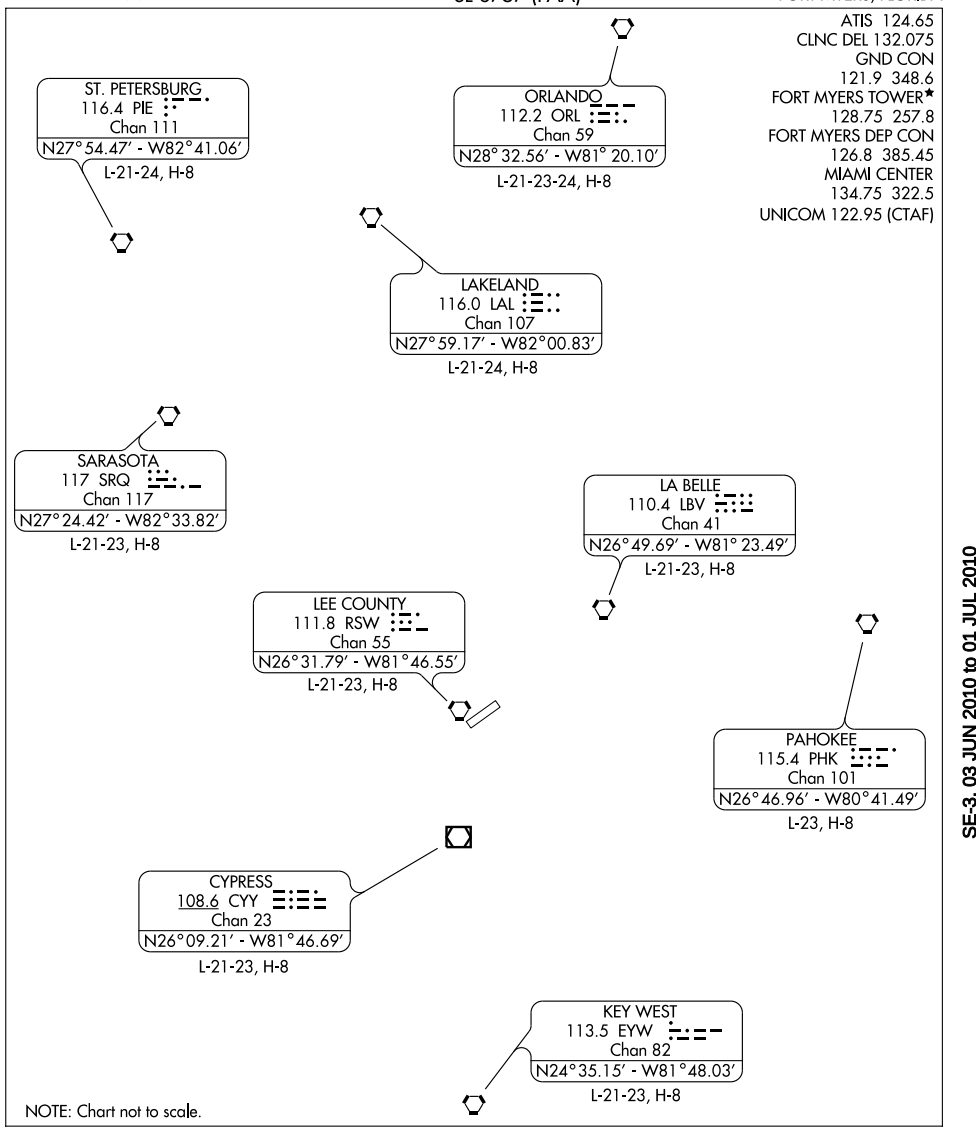




CATEGORY	A	B	C	D
LPV DA	280-¾ 250 (300-¾)			
LNAV/ VNAV DA	420-1¼ 390 (400-1¼)			
LNAV MDA	580-1 550 (600-1)		580-1½ 550 (600-1½)	580-1¾ 550 (600-1¾)
CIRCLING	580-1 550 (600-1)		580-1½ 550 (600-1½)	580-2 550 (600-2)

REIL Rwy 24
TDZ/CL Rwy 6
HIRL Rwy 6-24

SE-3, 03 JUN 2010 to 01 JUL 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6: Fly runway heading or as assigned for vectors to join filed route.

TAKE-OFF RUNWAY 24: (Southbound) fly runway heading or as assigned for vectors to join filed route.

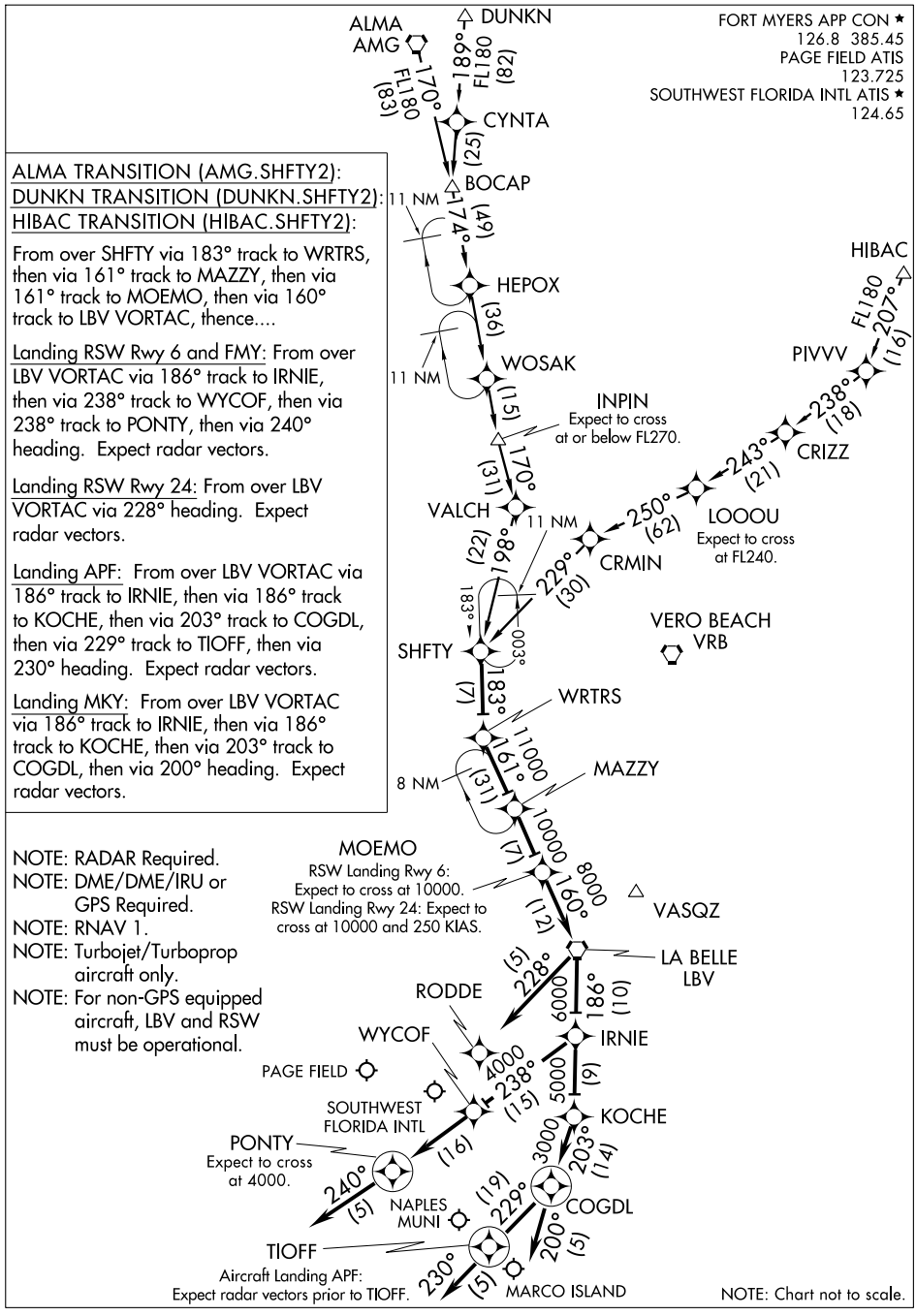
All aircraft maintain 4000 feet or assigned lower altitude. Expect further clearance to filed altitude within 10 minutes after departure.

SE-3, 03 JUN 2010 to 01 JUL 2010

(SHFTY.SHFTY2) 10154 ST-154 (FAA)

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA



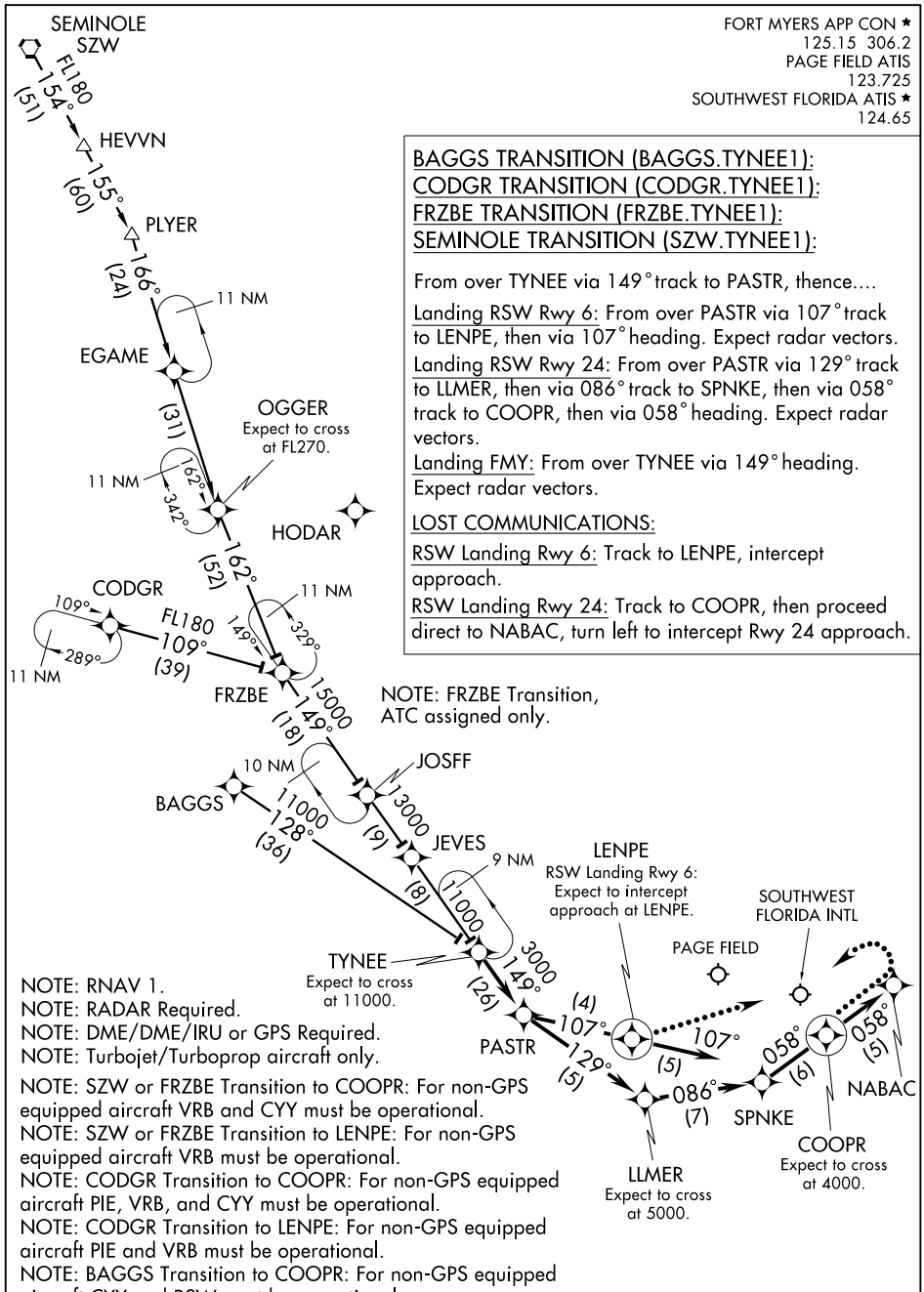
SE-3, 03 JUN 2010 to 01 JUL 2010

(TYNEE.TYNEE1) 08269

TYNEE ONE ARRIVAL (RNAV) ST-154 (FAA)

FORT MYERS, FLORIDA

FORT MYERS APP CON ★
125.15 306.2
PAGE FIELD ATIS
123.725
SOUTHWEST FLORIDA ATIS ★
124.65



BAGGS TRANSITION (BAGGS.TYNEE1):
CODGR TRANSITION (CODGR.TYNEE1):
FRZBE TRANSITION (FRZBE.TYNEE1):
SEMINOLE TRANSITION (SZW.TYNEE1):

From over TYNEE via 149° track to PASTR, thence....

Landing RSW Rwy 6: From over PASTR via 107° track to LENPE, then via 107° heading. Expect radar vectors.

Landing RSW Rwy 24: From over PASTR via 129° track to LLMER, then via 086° track to SPNKE, then via 058° track to COOPR, then via 058° heading. Expect radar vectors.

Landing FMY: From over TYNEE via 149° heading. Expect radar vectors.

LOST COMMUNICATIONS:

RSW Landing Rwy 6: Track to LENPE, intercept approach.

RSW Landing Rwy 24: Track to COOPR, then proceed direct to NABAC, turn left to intercept Rwy 24 approach.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: SZW or FRZBE Transition to COOPR: For non-GPS equipped aircraft VRB and CYY must be operational.
NOTE: SZW or FRZBE Transition to LENPE: For non-GPS equipped aircraft VRB must be operational.
NOTE: CODGR Transition to COOPR: For non-GPS equipped aircraft PIE, VRB, and CYY must be operational.
NOTE: CODGR Transition to LENPE: For non-GPS equipped aircraft PIE and VRB must be operational.
NOTE: BAGGS Transition to COOPR: For non-GPS equipped aircraft CYY and RSW must be operational.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

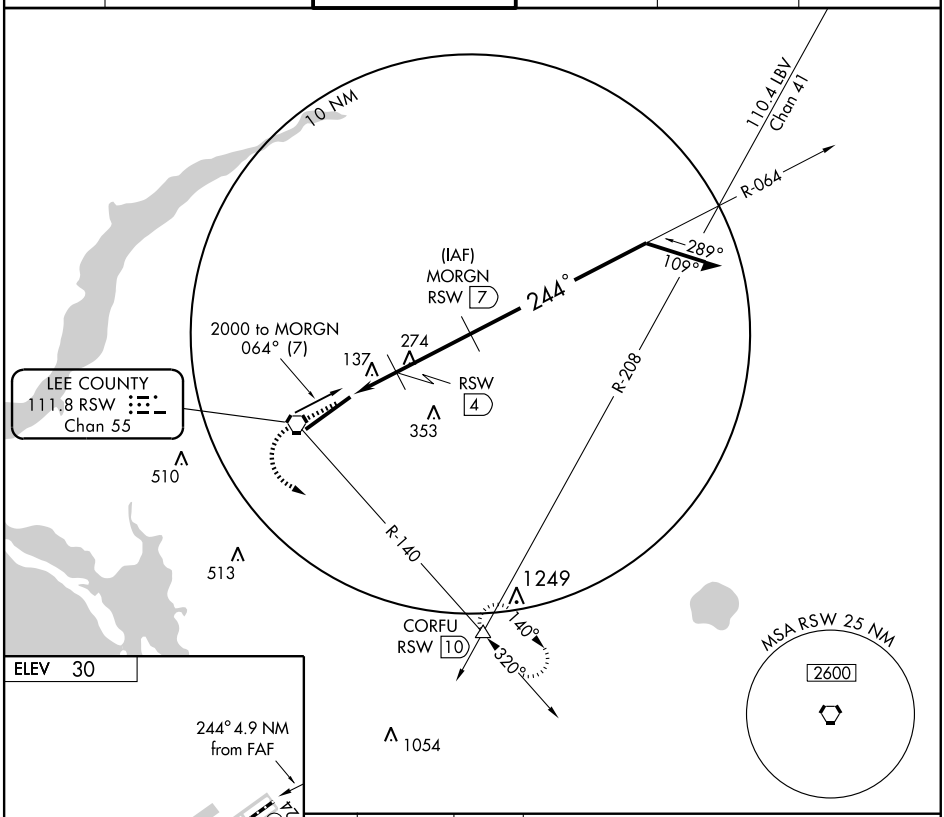
VORTAC RSW 111.8 Chan 55	APP CRS 244°	Rwy Idg 12000 TDZE 30 Apt Elev 30

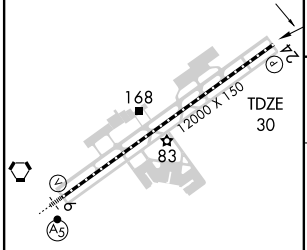
VOR/DME or TACAN RWY 24

FORT MYERS/ SOUTHWEST FLORIDA INTL (RSW)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 via RSW R-140 to CORFU/RSW 10 DME and hold.

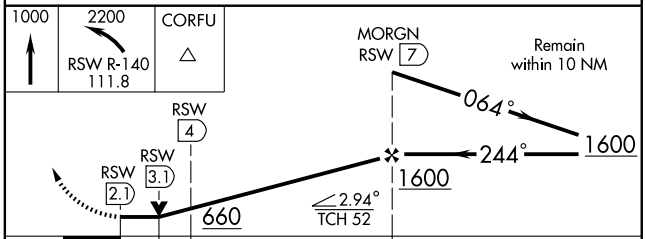
ATIS	FORT MYERS APP CON ★	FORT MYERS TOWER ★	GND CON	CLNC DEL	UNICOM
124.65	126.8 385.45	128.75 257.8	121.9 348.6	132.075	122.95 (CTAF)





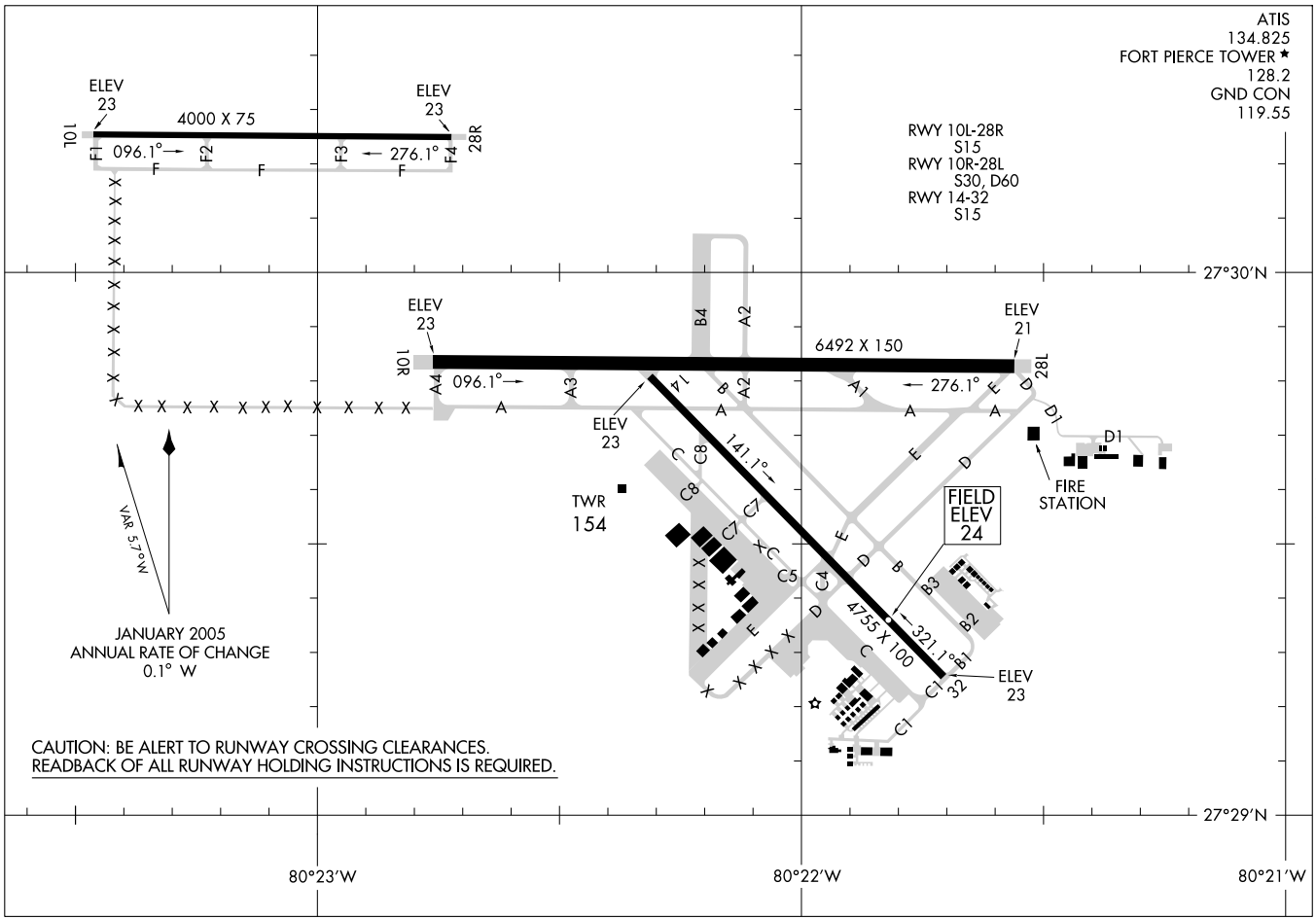
REIL Rwy 24
TDZ/CL Rwy 6
HIRL Rwy 6-24

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-24	400-1 370 (400-1)			400-1¼ 370 (400-1¼)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010



10042

AIRPORT DIAGRAM

FORT PIERCE/ST. LUCIE COUNTY INTL (FPR)
AL-5343 (FAA)
FORT PIERCE, FLORIDA

LOC/DME I-FJD	APP CRS	Rwy Idg	6492
110.55	094°	TDZE	23
Chan 42 (Y)		Apt Elev	24

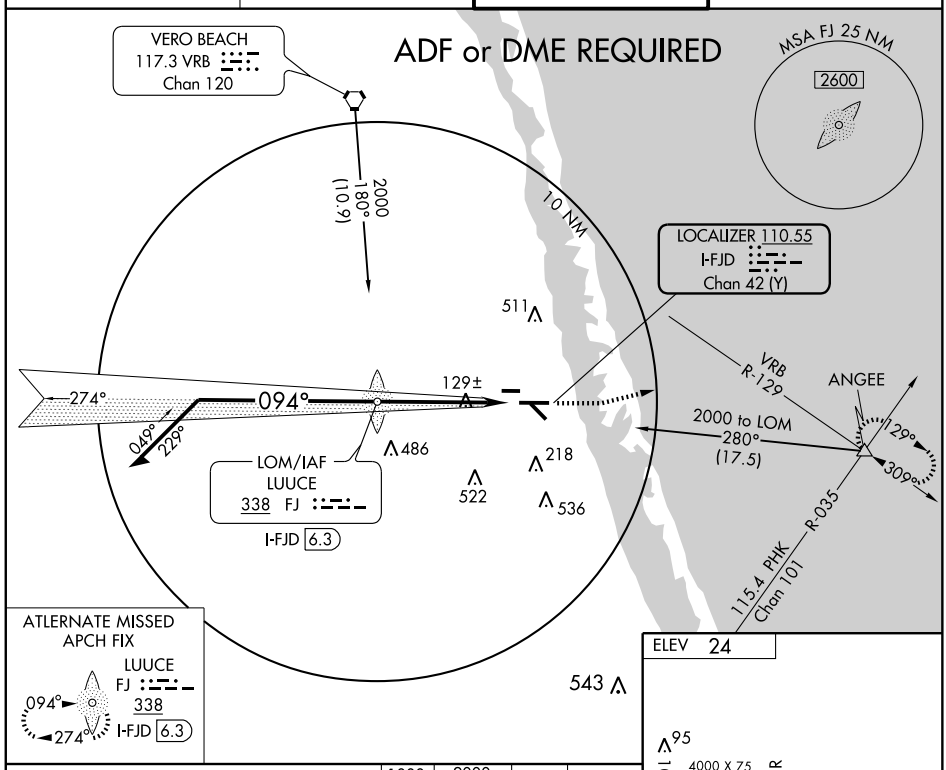
ILS or LOC RWY 10R

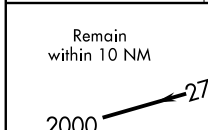
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

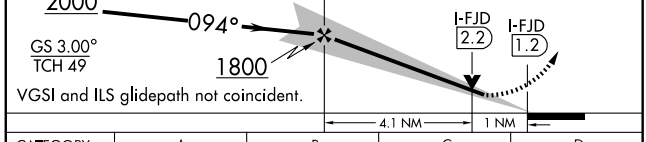
When local altimeter setting not received, use Vero Beach altimeter setting and increase DA to 254; increase all MDA 40 feet.
VDP NA when using Vero Beach altimeter setting.
Autopilot coupled approach NA below 720 MSL.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 080° and via VRB VORTAC R-129 to ANGEE INT and hold.

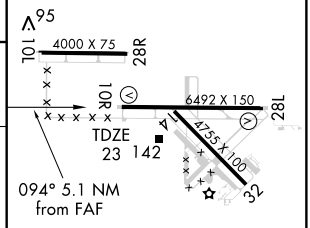
ATIS	MIAMI CENTER	FORT PIERCE TOWER ★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55







ELEV 24



CATEGORY	A	B	C	D
S-ILS 10R	223-¾ 200 (200-¾)			
S-LOC 10R	380-1 357 (400-1)			380-1¼ 357 (400-1¼)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-3, 03 JUN 2010 to 01 JUL 2010

NDB FPR	APP CRS	Rwy Idg	N/A
275	262°	TDZE	N/A
		Apt Elev	23

NDB-A

FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct FPR NDB and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER ★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55

VERO BEACH
117.3 VRB
Chan 120

2000
156°
(13)

IAF
FT PIERCE
275 FPR

511
154±
262°
082°
307°
127°
486
082°
218
522
536
ANGEE
2000
279° (12.1)

2000
073°
(29.2)
DIDDY

10 NM

543

MSA FPR 25 NM
2600

ELEV 23

95
10L
4000 X 75
28R
10R
6492 X 150
28L
14
4755 X 100
142
32

262°
to NDB

1000	2000	FPR

NDB
082°
2000
262°
Remain within 10 NM

REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

CATEGORY	A	B	C	D
CIRCLING	640-1 617 (700-1)		640-1¾ 617 (700-1¾)	640-2 617 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

NDB FPR	APP CRS	Rwy Idg	6492
275	247°	TDZE	24
		Apt Elev	24

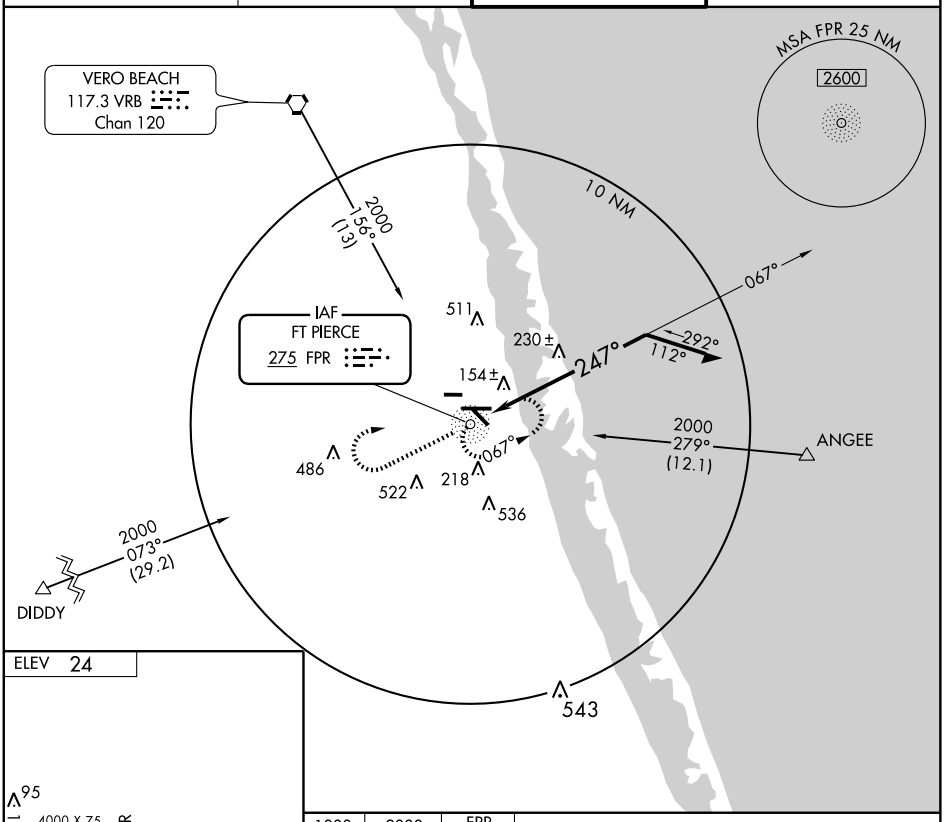
NDB RWY 28L

FORT PIERCE/ST. LUCIE COUNTY INTL(FPR)

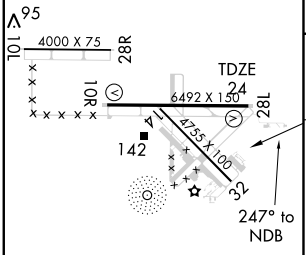
When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet. Visibility reduction by helicopters NA.

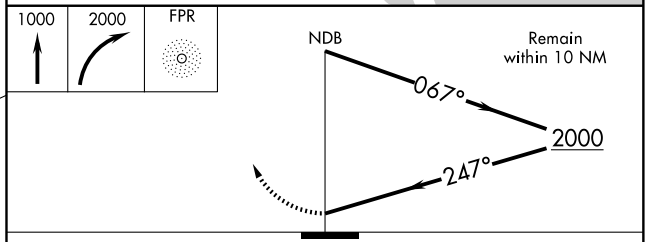
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct FPR NDB and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55



ELEV 24





CATEGORY	A	B	C	D
S-28L	640-1	616 (700-1)	640-1¾ 616 (700-1¾)	640-2 616 (700-2)
CIRCLING	640-1	616 (700-1)	640-1¾ 616 (700-1¾)	640-2 616 (700-2)

REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

SE-3. 03 JUN 2010 to 01 JUL 2010

FORT PIERCE, FLORIDA AL-5343 (FAA)

APP CRS	Rwy Idg	6492
094°	TDZE	23
	Apt Elev	24

RNAV (GPS) RWY 10R

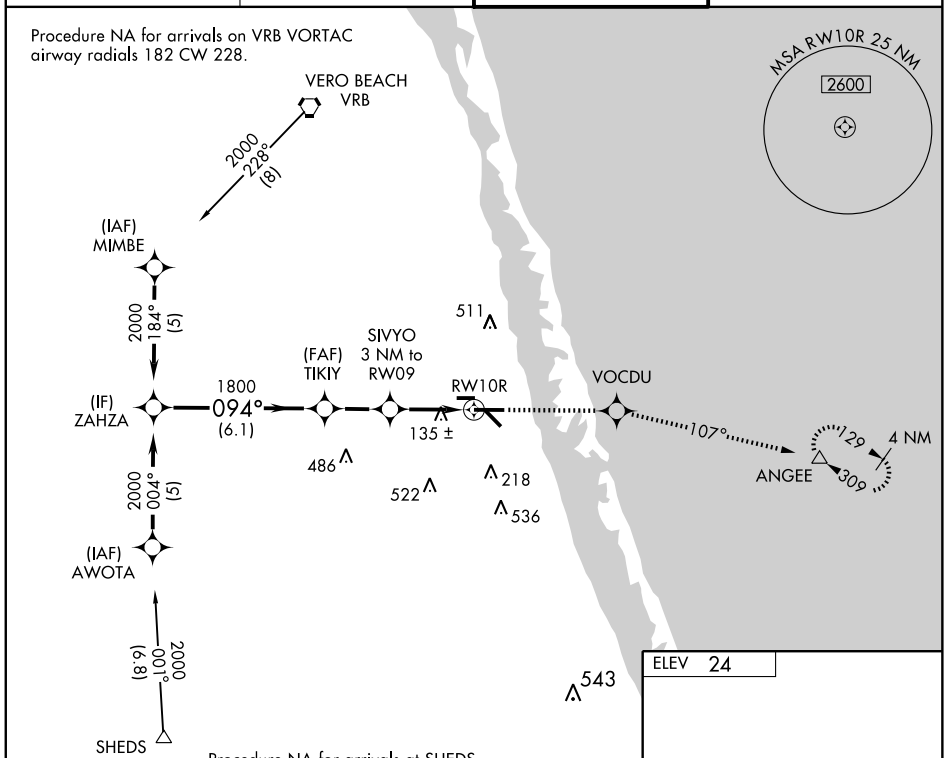
FORT PIERCE/ ST. LUCIE COUNTY INTL(FPR)

When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet; increase LNAV Cat D visibility ¼ mile. VDP NA when using Vero Beach altimeter setting. DME/DME RNP-0.3 NA.

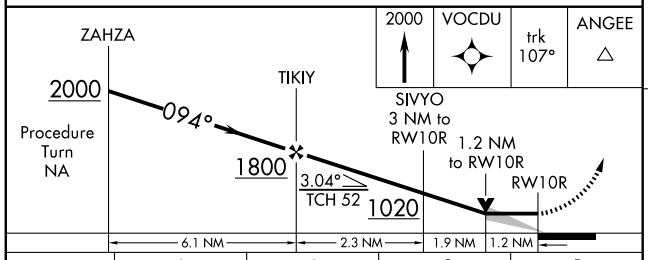
MISSED APPROACH: Climb to 2000 direct VOCDU and via 107° track to ANGEE and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55

Procedure NA for arrivals on VRB VORTAC airway radials 182 CW 228.

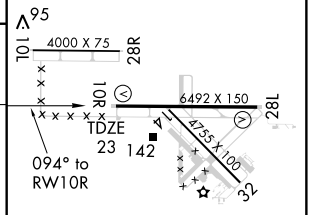


Procedure NA for arrivals at SHEDS via V531 southeast bound.



CATEGORY	A	B	C	D
LNAV MDA	440-1 417 (500-1)		440-1¼ 417 (500-1¼)	
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

ELEV 24



REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L

SE-3. 03 JUN 2010 to 01 JUL 2010

FORT PIERCE, FLORIDA AL-5343 (FAA)

WAAS CH 82508 W14A	APP CRS 139°	Rwy Idg 4755 TDZE 24 Apt Elev 24

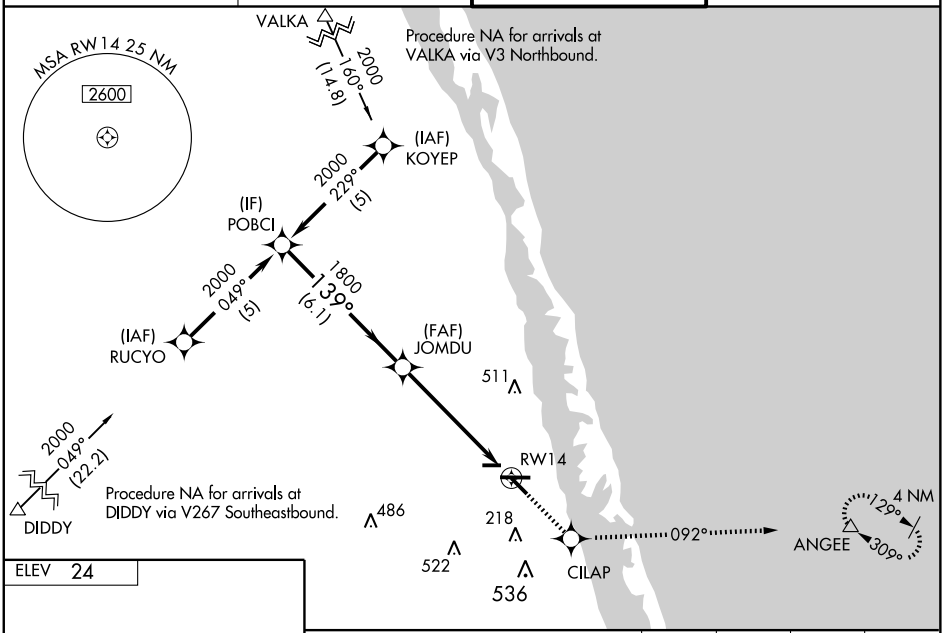
RNAV (GPS) RWY 14

FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

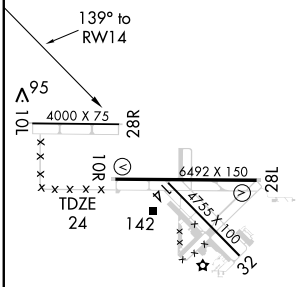
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Vero Beach altimeter setting and increase LPV DA to 356; increase LNAV/VNAV DA to 415; Increase all MDA 40 feet; Increase LPV and LNAV/VNAV visibility ¼ mile all Cats; LNAV Cat C visibility ¼ mile.
VDP and Baro-VNAV NA when using Vero Beach altimeter setting.

MISSED APPROACH: Climb to 2000 direct CILAP and via 092° track to ANGEE and hold.

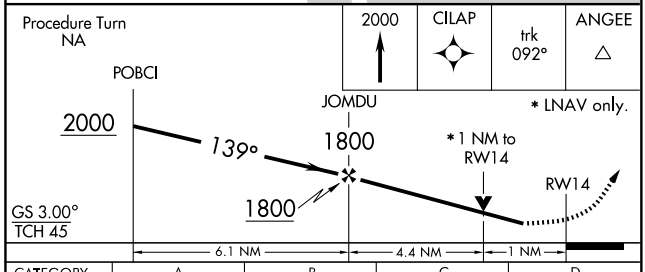
ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55



ELEV 24



REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L



CATEGORY	A	B	C	D
LPV DA	325-1 301 (400-1)			
LNAV/VNAV DA	384-1¼ 360 (400-1¼)			
LNAV MDA	400-1 376 (400-1)			400-1¼ 376 (400-1¼)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6492
260°	TDZE	24
	Apt Elev	24

RNAV (GPS) RWY 28L

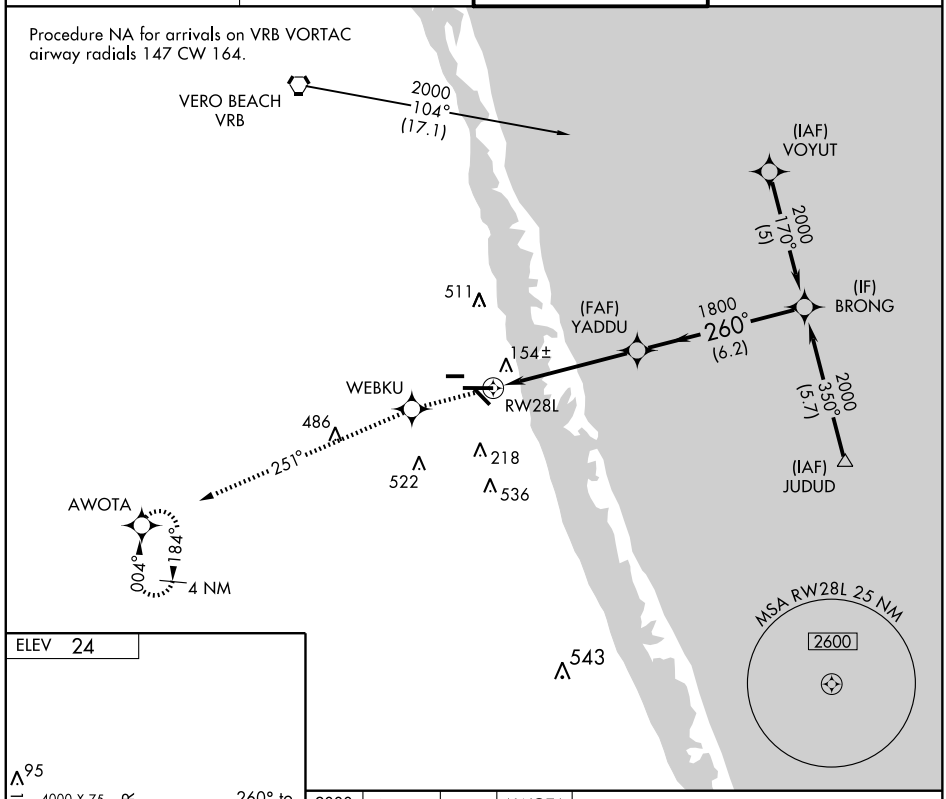
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA when using Vero Beach altimeter setting.

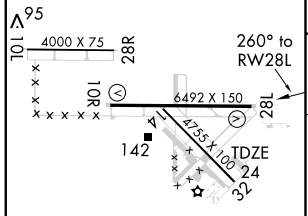
MISSED APPROACH: Climb to 2000 direct WEBKU and via 251° track to AWOTA and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER ★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55

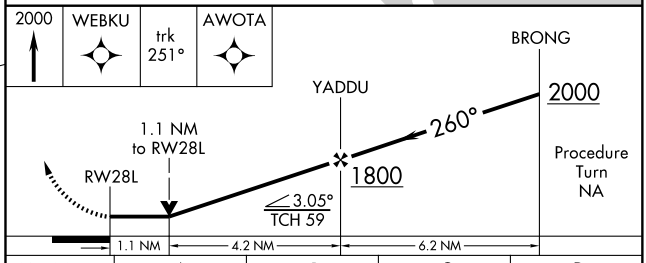
Procedure NA for arrivals on VRB VORTAC airway radials 147 CW 164.



ELEV 24



REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L



CATEGORY	A	B	C	D
LNAV MDA	420-1 396 (400-1)			420-1¼ 396 (400-1¼)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 65716 W32A	APP CRS 320°	Rwy Idg 4755 TDZE 24 Apt Elev 24

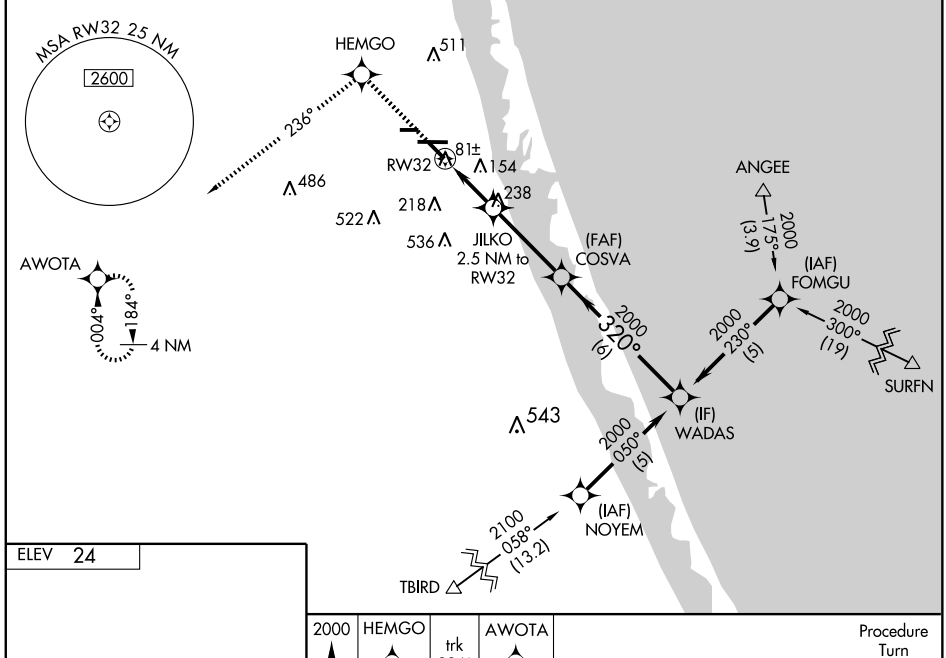
RNAV (GPS) RWY 32

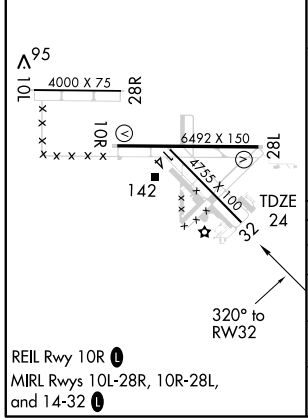
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

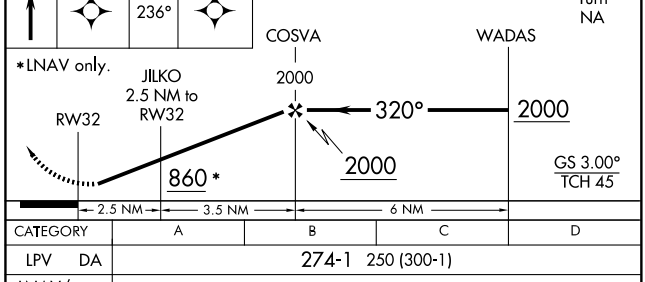
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Vero Beach altimeter setting. When local altimeter setting not received, use Vero Beach altimeter setting and increase LPV DA to 297; increase LNAV/VNAV DA to 364; increase all MDA 40 feet; increase LNAV/VNAV all Cats visibility ¼ mile; LNAV visibility Cat C ¼ mile, Cat D ½ mile.

MISSED APPROACH: Climb to 2000 direct HEMGO and via track 236° to AWOTA and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55







CATEGORY	A	B	C	D
LPV DA	274-1	250 (300-1)		
LNAV/VNAV DA	341-1	317 (400-1)		
LNAV MDA	420-1	396 (400-1)		
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC VRB	APP CRS	Rwy Idg	4755
117.3	154°	TDZE	24
Chan 120		Apt Elev	24

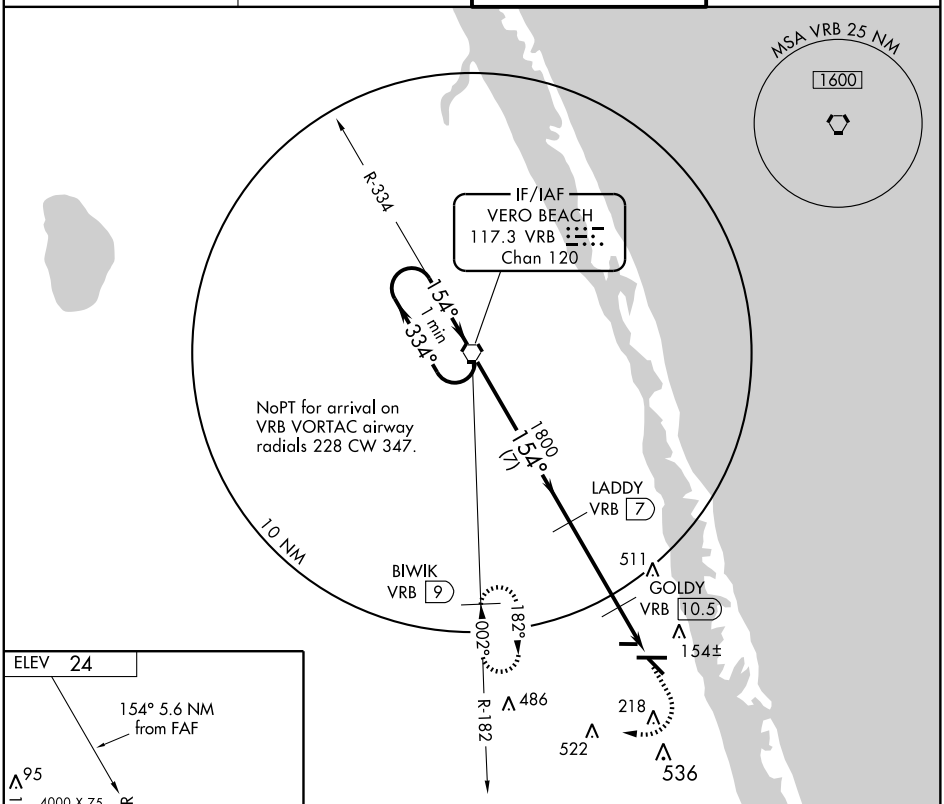
VOR/DME RWY 14

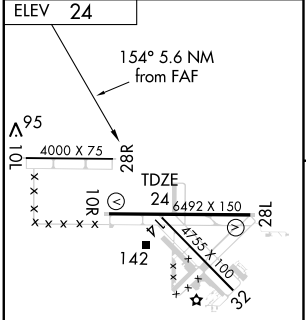
FORT PIERCE/ ST. LUCIE COUNTY INTL (FPR)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 40 feet; Increase S-14 Cat C and D visibility ¼ mile.

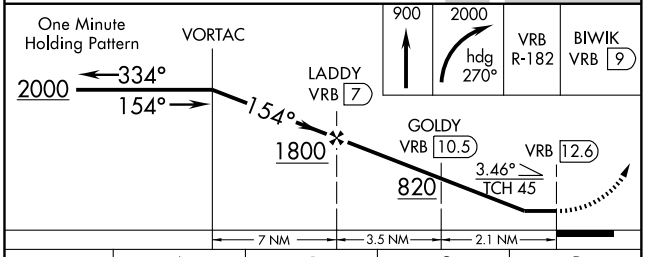
MISSED APPROACH: Climb to 900 then climbing right turn to 2000 via heading 270° and VRB VORTAC R-182 to BIWIK/9 DME and hold.

ATIS	MIAMI CENTER	FORT PIERCE TOWER★	GND CON
134.825	132.25 370.9	128.2 (CTAF) L	119.55





REIL Rwy 10R L
MIRL Rwys 10L-28R, 10R-28L, and 14-32 L



CATEGORY	A	B	C	D
S-14	420-1 396 (400-1)			420-1¼ 396 (400-1¼)
CIRCLING	460-1 436 (500-1)	480-1 456 (500-1)	480-1½ 456 (500-1½)	580-2 556 (600-2)

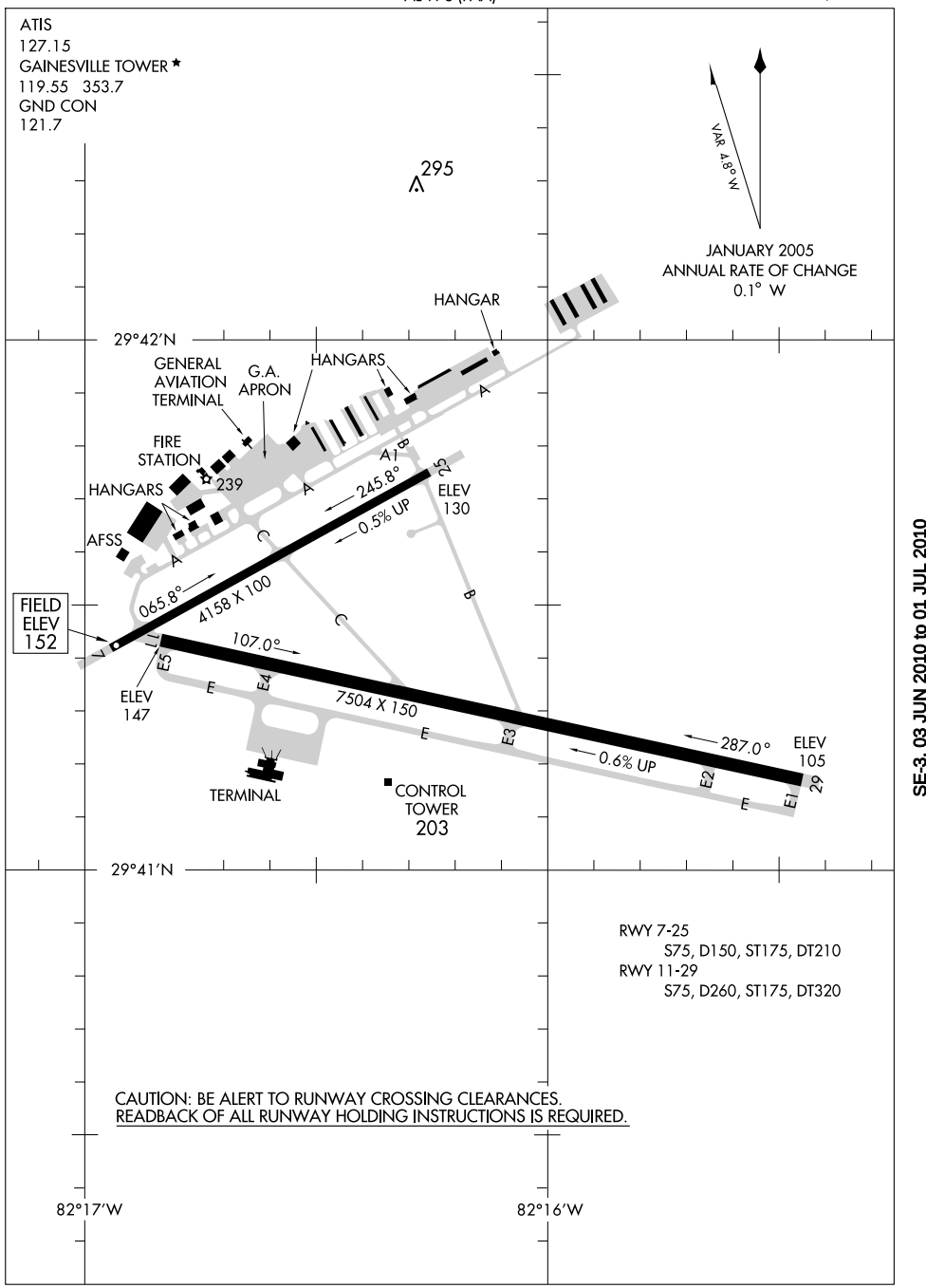
SE-3, 03 JUN 2010 to 01 JUL 2010

10042

AIRPORT DIAGRAM

AL-973 (FAA)

GAINESVILLE RGNL (GNV)
GAINESVILLE, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-GNV	APP CRS	Rwy Idg	7504
111.3	286°	TDZE	122
		Apt Elev	152

ILS or LOC RWY 29
GAINESVILLE RGNL (GNV)

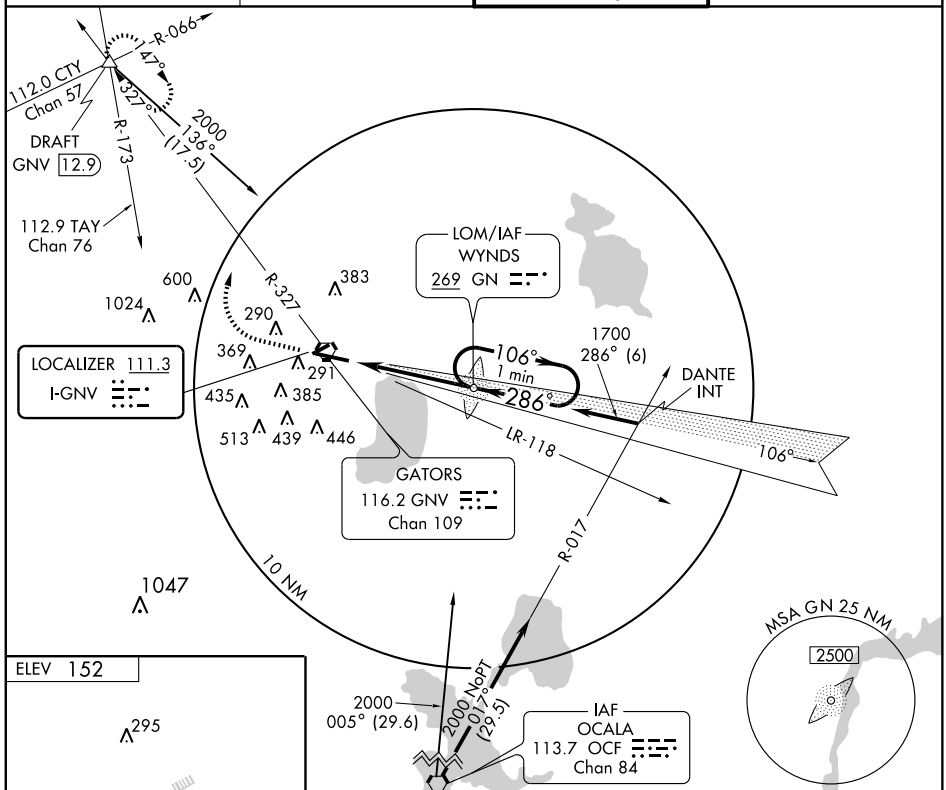
ASR

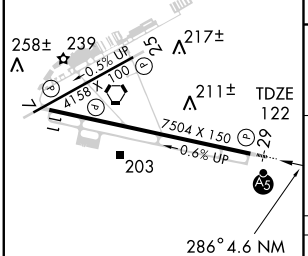
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via GNV VORTAC R-327 to DRAFT Int and hold.

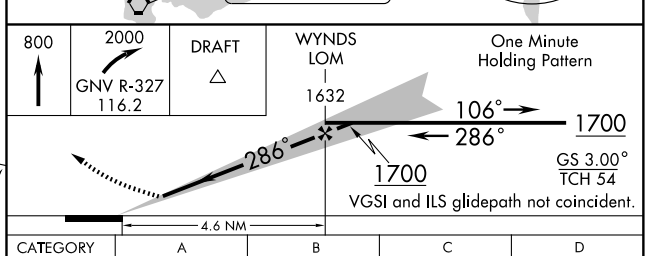
ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	121.3 269.325	119.55 (CTAF) L 353.7	121.7





REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-ILS 29	*322/24 200 (200-½)			
S-LOC 29	480/24 358 (400-½)			480/40 358 (400-¾)
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4158
065°	TDZE	152
	Apt Elev	152

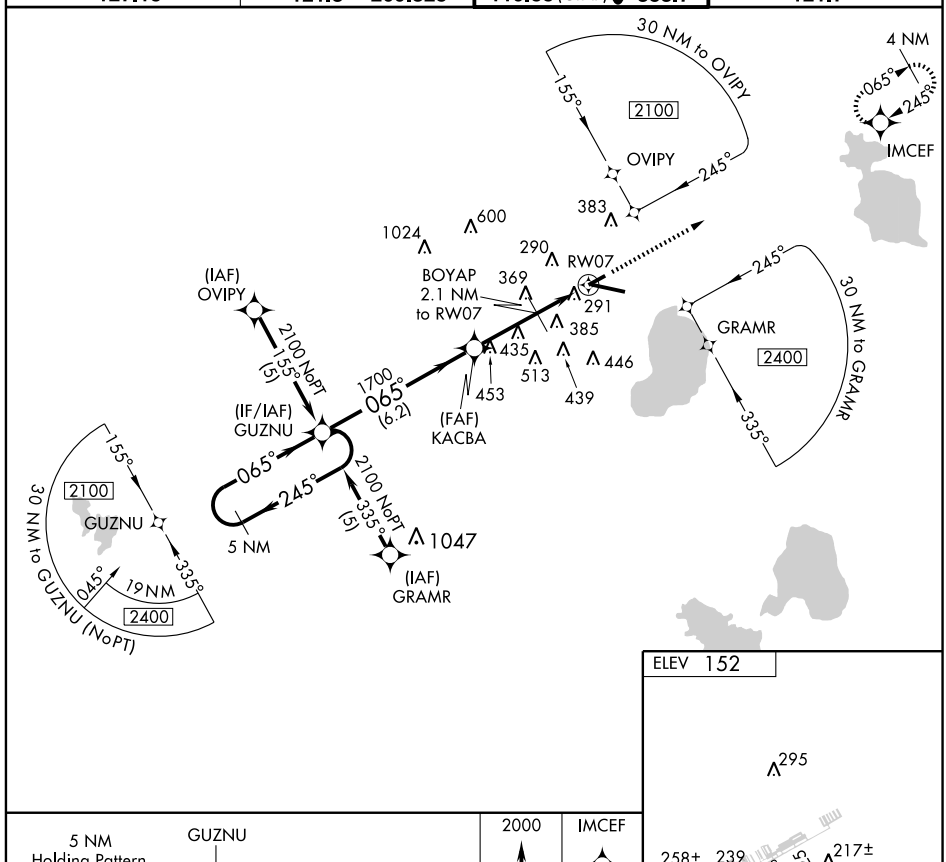
RNAV (GPS) RWY 7
GAINESVILLE RGNL (GNV)

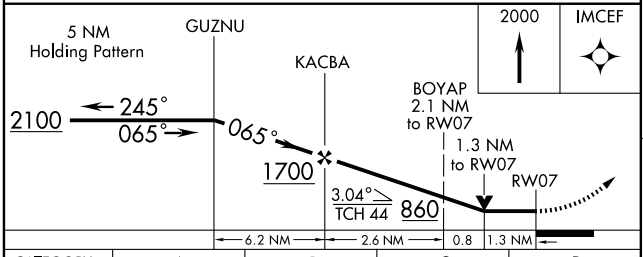
ASR

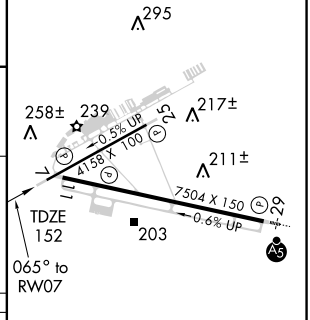
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Ocala Intl-Jim Taylor Fld altimeter setting.
If local altimeter not received, use Ocala Intl-Jim Taylor altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 direct IMCEF and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	121.3 269.325	119.55 (CTAF) L 353.7	121.7







CATEGORY	A	B	C	D
LNAV MDA	620-1 468 (500-1)		620-1¼ 468 (500-1¼)	620-1½ 468 (500-1½)
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7504
CH 50115	106°	TDZE	147
W11A		Apt Elev	152

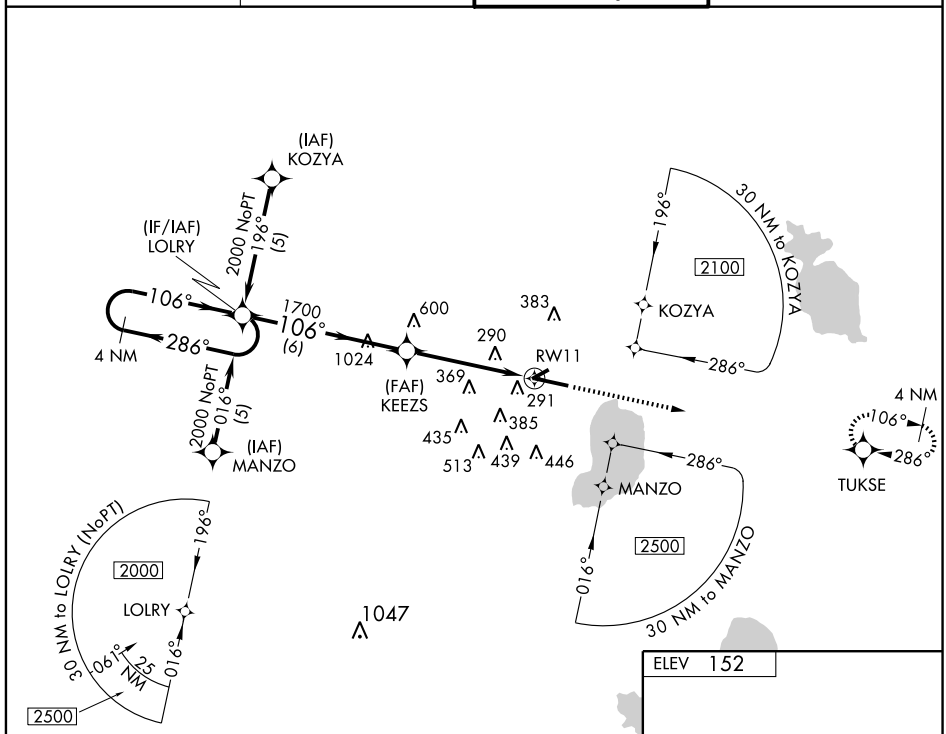
RNAV (GPS) RWY 11
GAINESVILLE RGNL (GNV)

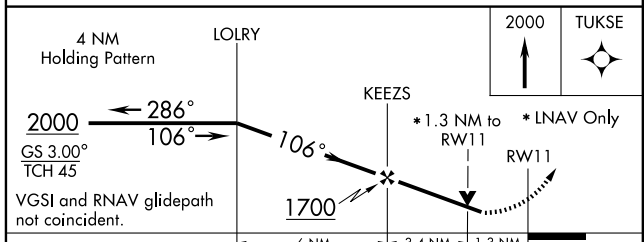
NA ASR

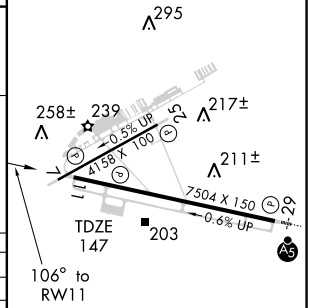
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48°C (120°F) DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct TUKSE and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER ★	GND CON
127.15	121.3 269.325	119.55 (CTAF) L 353.7	121.7







CATEGORY	A	B	C	D
LPV DA	460-1 313 (400-1)			
LNAV/ VNAV DA	600-1½ 453 (500-1½)			
LNAV MDA	600-1 453 (500-1)		600-1¼ 453 (500-1¼)	600-1½ 453 (500-1½)
CIRCLING	620-1½ 468 (500-1½)			740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy ldg	4158
CH 86604	245°	TDZE	144
W25A		Apt Elev	152

RNAV (GPS) RWY 25

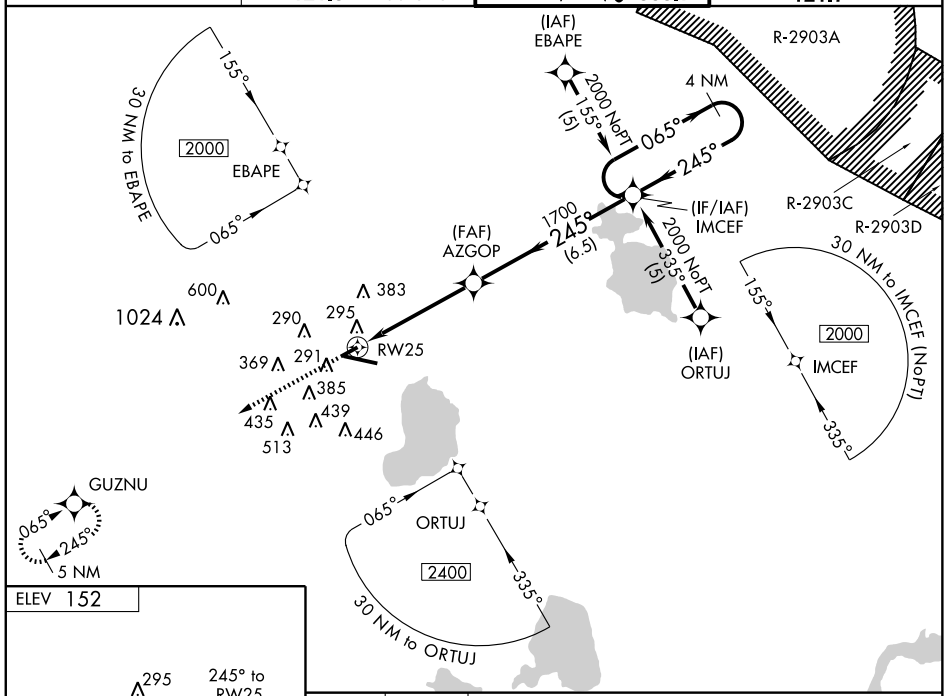
GAINESVILLE RGNL (GNV)

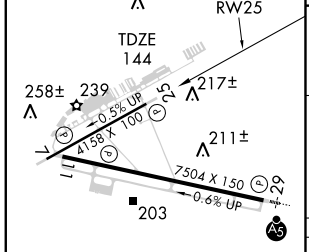
T A ASR

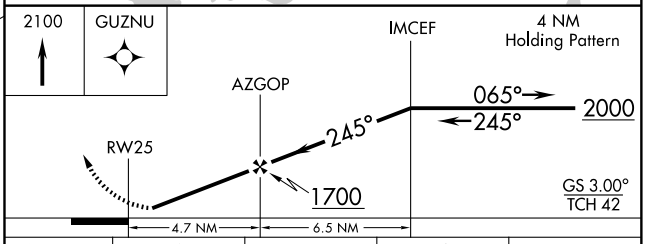
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Ocala Intl-Jim Taylor altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). When local altimeter setting not received, use Ocala Intl-Jim Taylor altimeter setting and increase LPV DA to 494 feet, LNAV/VNAV DA to 774 feet, and all MDA 100 feet; increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct GUZNU and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	121.3 269.325	119.55 (CTAF) L 353.7	121.7







CATEGORY	A	B	C	D
LPV DA	413-1 269 (300-1)			
LNAV/VNAV DA	693-2 549 (600-2)			
LNAV MDA	560-1 416 (500-1)		560-1¼ 416 (500-1¼)	
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7504
CH 60916	286°	TDZE	122
W29A		Apt Elev	152

RNAV (GPS) RWY 29

GAINESVILLE RGNL (GNV)

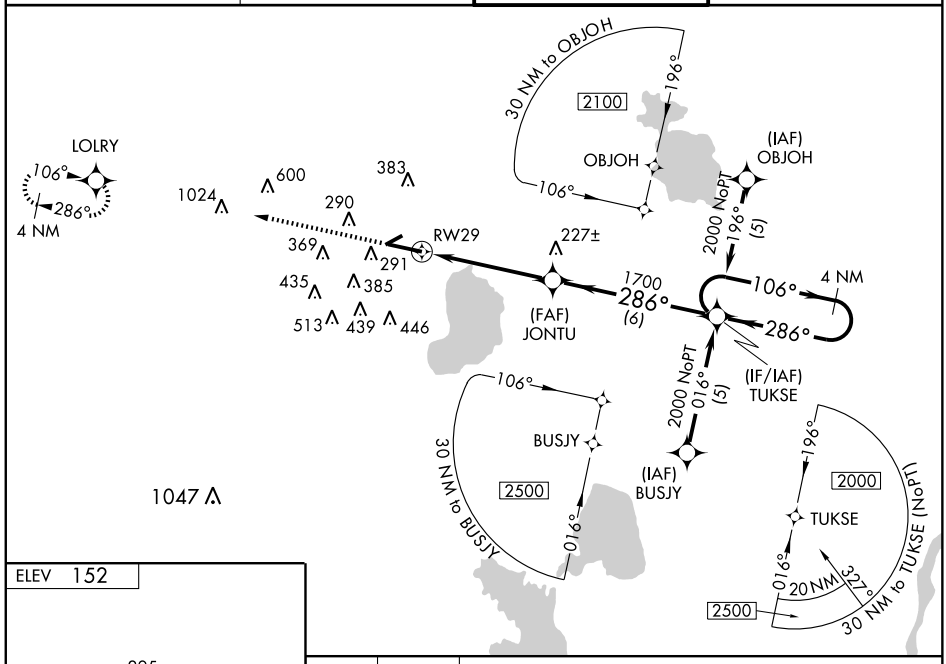
ASR

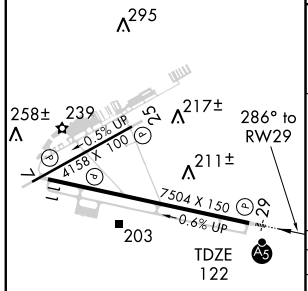
DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV Cat D. For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV Cat D visibility to RVR 6000. When local altimeter setting not received, use Ocala-Intl-Jim Taylor Field altimeter setting and increase LPV DA to 501, increase LNAV/VNAV DA to 561, and all MDA 100 feet; increase LPV all Cats and LNAV/VNAV all Cats visibility to RVR 5000, and increase Circling Cat D visibility to 2¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

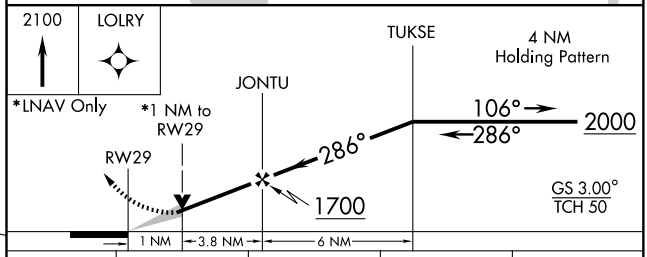
MALSR

MISSED APPROACH: Climb to 2100 direct LOLRY and hold.

ATIS	JACKSONVILLE APP CON		GAINESVILLE TOWER★		GND CON
127.15	121.3	269.325	119.55 (CTAF) L	353.7	121.7







CATEGORY	A	B	C	D
LPV DA	420/24 298 (300-½)			
LNAV/VNAV DA	480/40 358 (400-¾)			
LNAV MDA	500/24 378 (400-½)			500/50 378 (400-1)
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

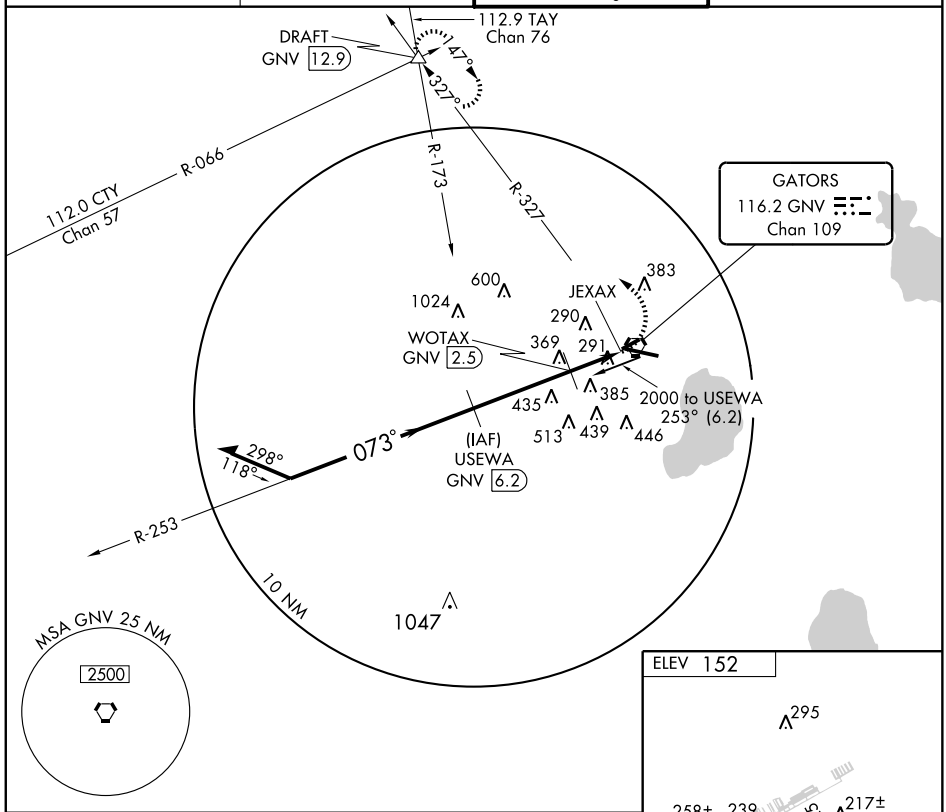
VORTAC GNV 116.2 Chan 109	APP CRS 073°	Rwy Idg 4158 TDZE 152 Apt Elev 152

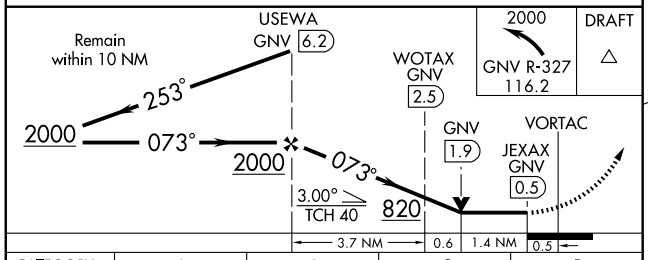
VOR/DME RWY 7
GAINESVILLE RGNL (GNV)

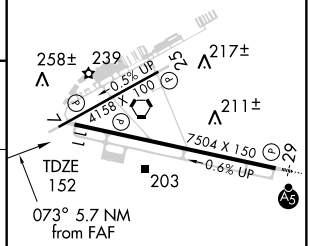
ASR

MISSED APPROACH: Climbing left turn to 2000 via GNV R-327 to DRAFT Int/GNV 12.9 DME and hold.

ATIS 127.15	JACKSONVILLE APP CON 121.3 269.325	GAINESVILLE TOWER★ 119.55 (CTAF) L 353.7	GND CON 121.7







CATEGORY	A	B	C	D
S-7	640-1 488 (500-1)		640-1¼ 488 (500-1¼)	640-1½ 488 (500-1½)
CIRCLING	640-1 488 (500-1)		640-1½ 488 (500-1½)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3, 03 JUN 2010 to 01 JUL 2010

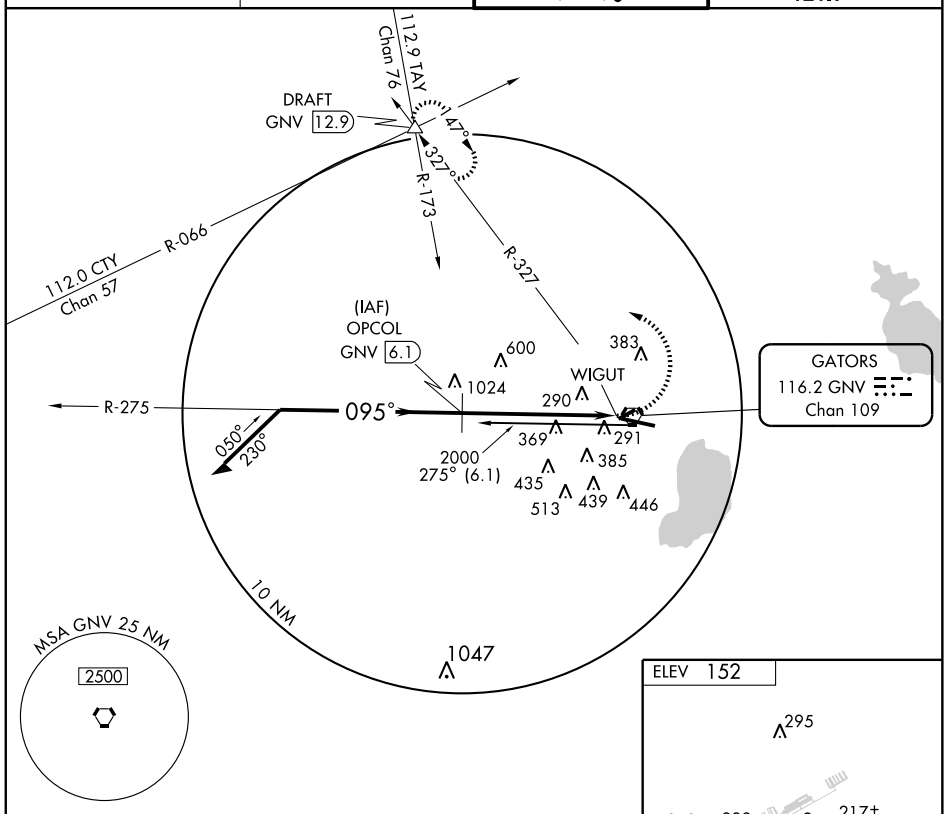
VORTAC GNV 116.2 Chan 109	APP CRS 095°	Rwy Idg 7504 TDZE 147 Apt Elev 152

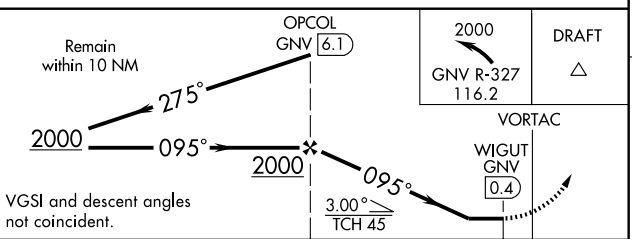
VOR/DME RWY 11
GAINESVILLE RGNL (GNV)

ASR

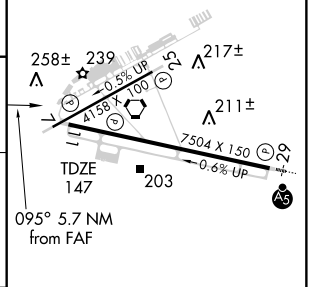
MISSED APPROACH: Climbing left turn to 2000 via GNV R-327 to DRAFT Int and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	121.3 269.325	119.55 (CTAF) L 353.7	121.7





CATEGORY	A	B	C	D
S-11	700-1 553 (600-1)		700-1½ 553 (600-1½)	700-1¾ 553 (600-1¾)
CIRCLING	700-1 548 (600-1)		700-1½ 548 (600-1½)	740-2 588 (600-2)



REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

SE-3, 03 JUN 2010 to 01 JUL 2010

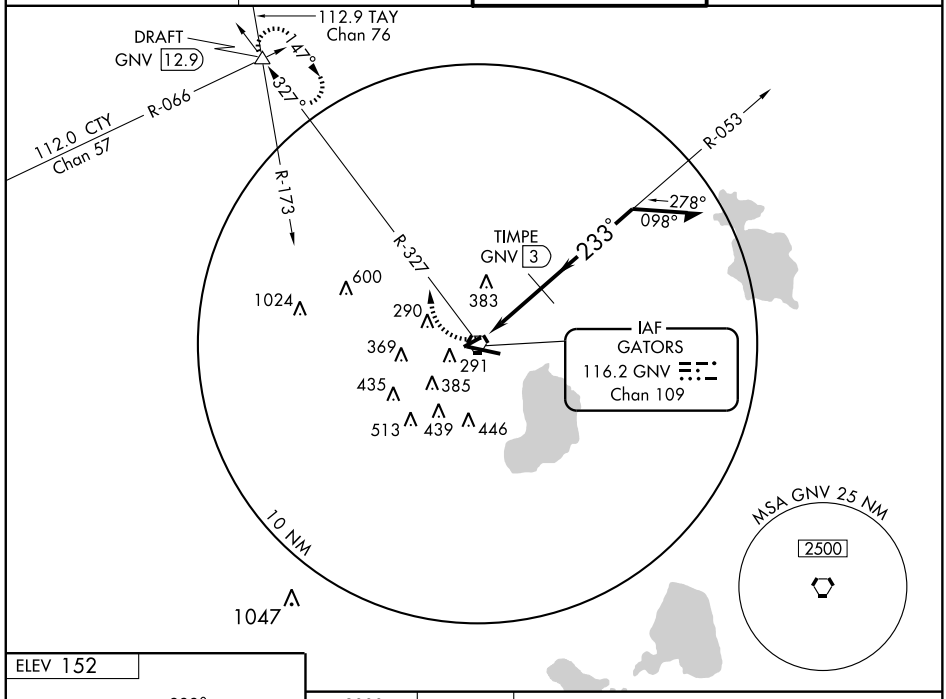
VORTAC GNV 116.2 Chan 109	APP CRS 233°	Rwy Idg 4158 TDZE 144 Apt Elev 152

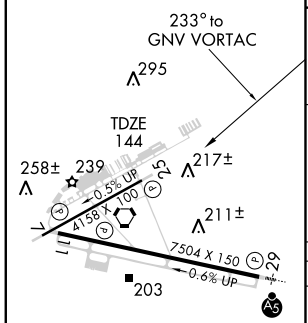
VOR RWY 25
GAINESVILLE RGNL (GNV)

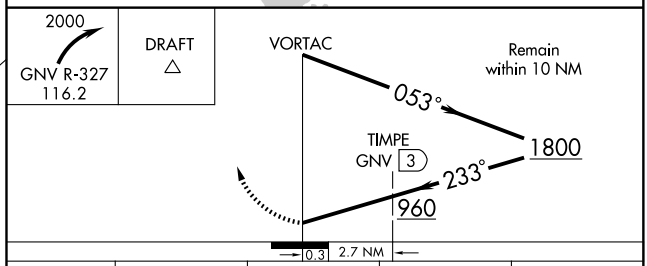
ASR

MISSED APPROACH: Climbing right turn to 2000 via GNV R-327 to DRAFT Int/12.9 DME and hold.

ATIS	JACKSONVILLE APP CON	GAINESVILLE TOWER★	GND CON
127.15	121.3 269.325	119.55 (CTAF) Ⓛ 353.7	121.7







CATEGORY	A	B	C	D
S-25	960-1 816 (900-1)	960-1 1/4 816 (900-1 1/4)	960-2 1/2 816 (900-2 1/2)	960-2 3/4 816 (900-2 3/4)
CIRCLING	960-1 808 (900-1)	960-1 1/4 808 (900-1 1/4)	960-2 1/2 808 (900-2 1/2)	960-2 3/4 808 (900-2 3/4)
DME MINIMUMS				
S-25	620-1 476 (500-1)		620-1 1/4 476 (500-1 1/4)	620-1 1/2 476 (500-1 1/2)
CIRCLING	620-1 468 (500-1)		620-1 1/2 468 (500-1 1/2)	740-2 588 (600-2)

REIL Rwy 11
MIRL Rwy 7-25 Ⓛ
HIRL Rwy 11-29 Ⓛ

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC GNV	APP CRS	Rwy Idg	7504
116.2	294°	TDZE	122
Chan 109		Apt Elev	152

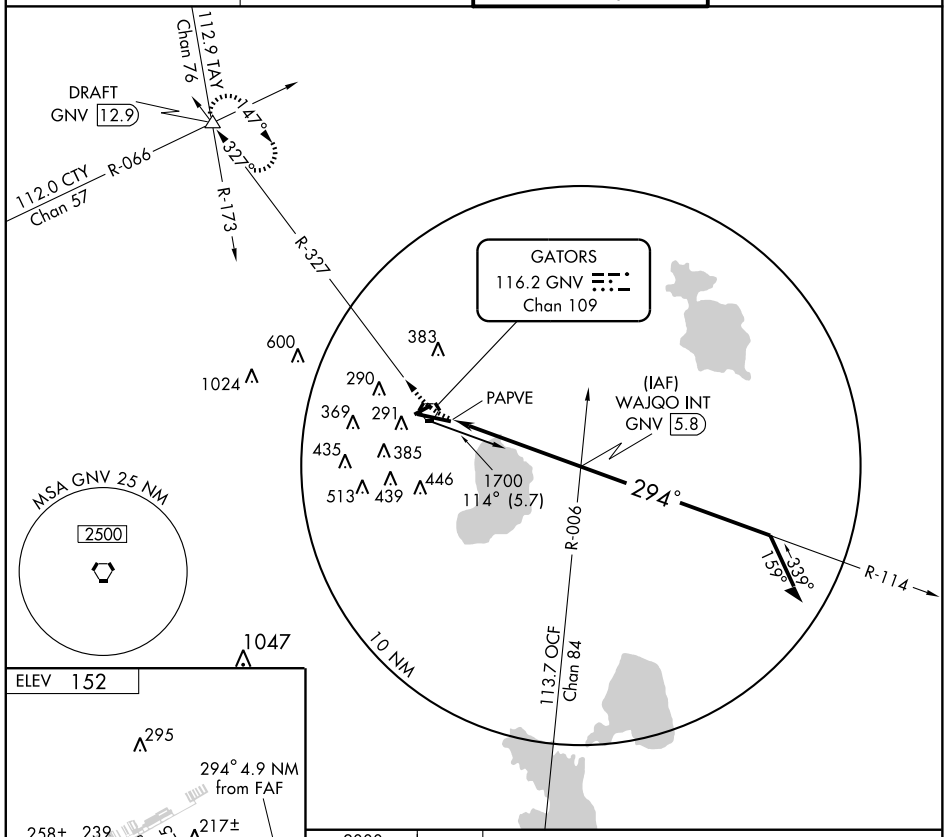
VOR RWY 29
GAINESVILLE RGNL (GNV)

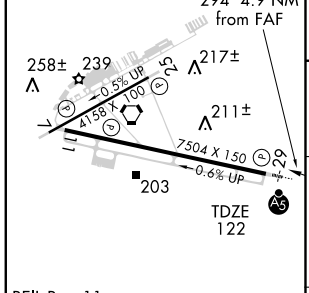
ASR

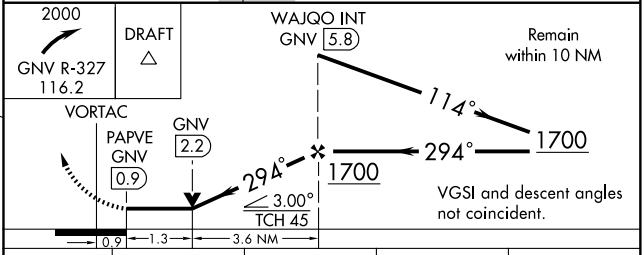
MALSR

MISSED APPROACH: Climbing right turn to 2000 via GNV R-327 to DRAFT Int and hold.

ATIS	JACKSONVILLE APP CON		GAINESVILLE TOWER★		GND CON
127.15	121.3	269.325	119.55 (CTAF) L	353.7	121.7







REIL Rwy 11
MIRL Rwy 7-25 L
HIRL Rwy 11-29 L

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-29	560-½ 438 (500-½)		560-¾ 438 (500-¾)	560-1 438 (500-1)
CIRCLING	620-1 468 (500-1)		620-1½ 468 (500-1½)	740-2 588 (600-2)

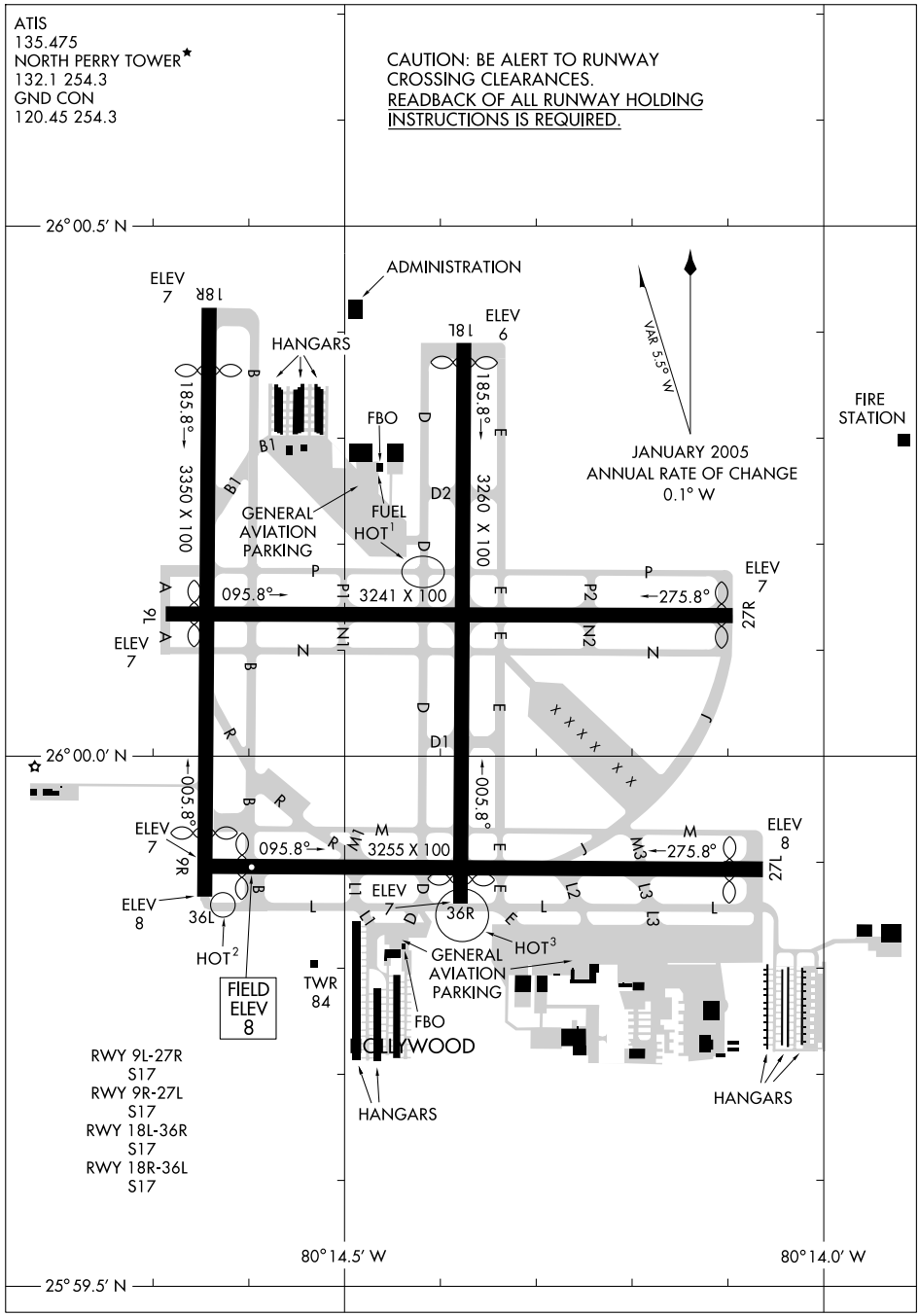
SE-3, 03 JUN 2010 to 01 JUL 2010

10154

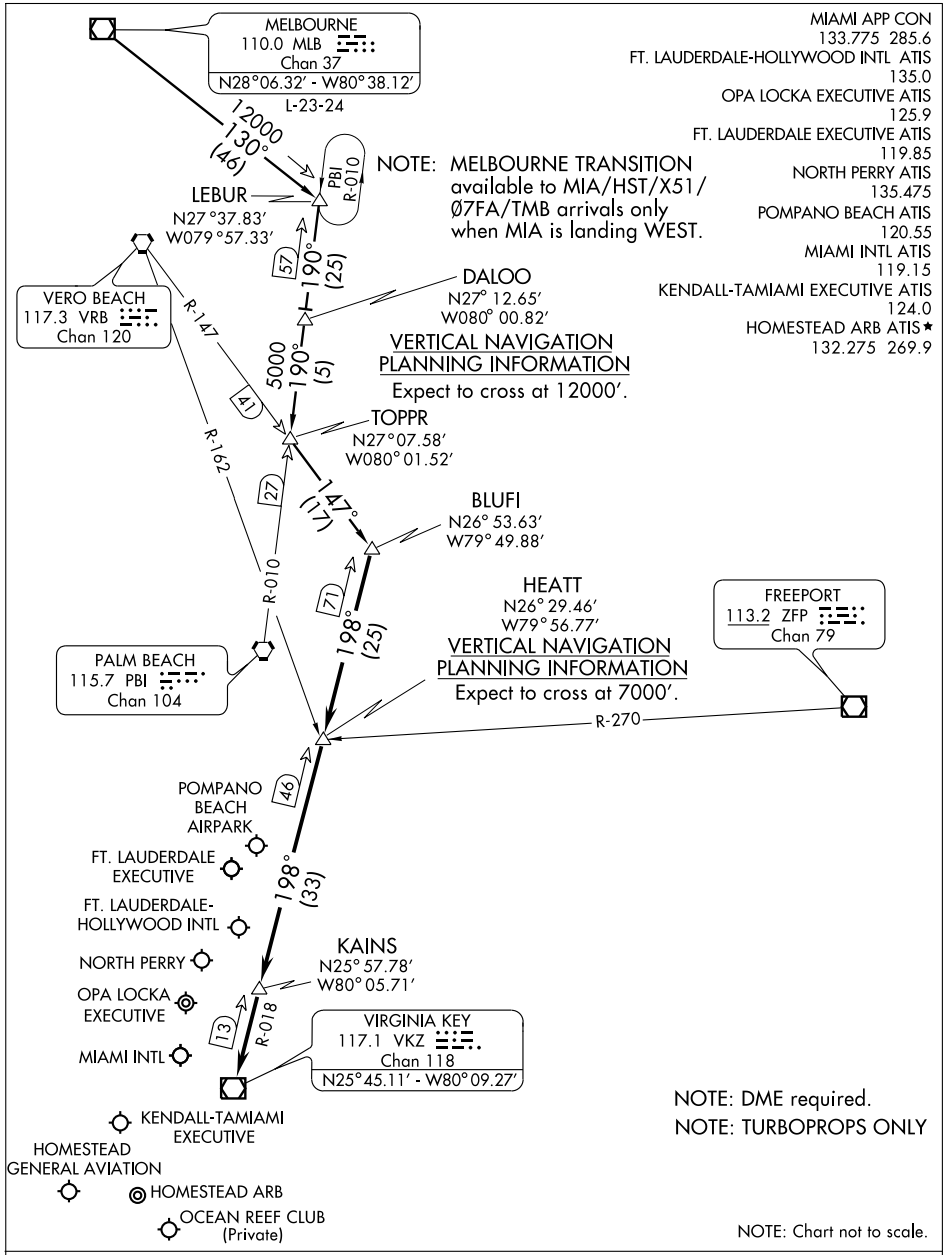
AIRPORT DIAGRAM

AL-5606 (FAA)

HOLLYWOOD /NORTH PERRY (HWO)
HOLLYWOOD, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

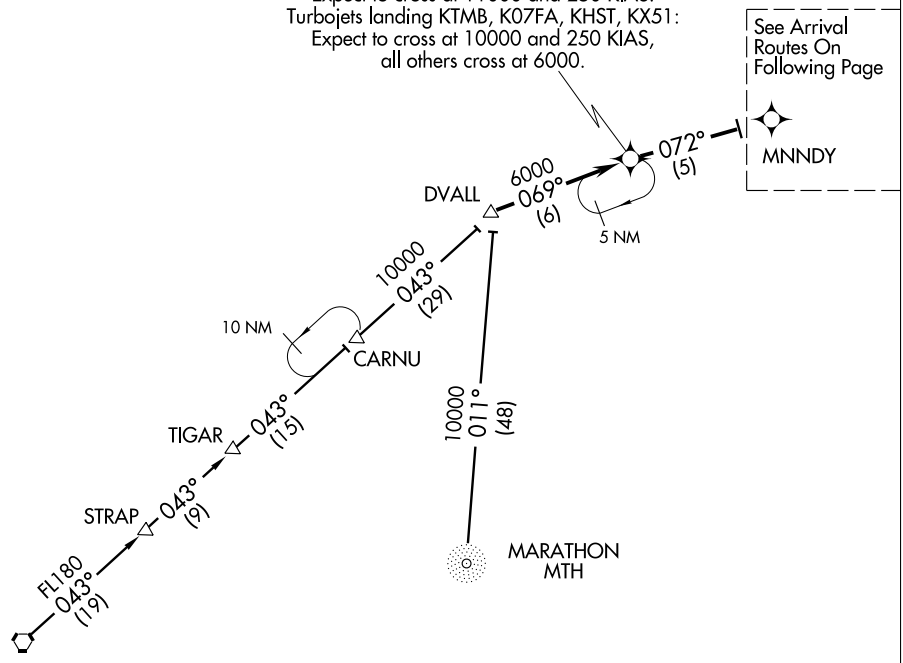
CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.

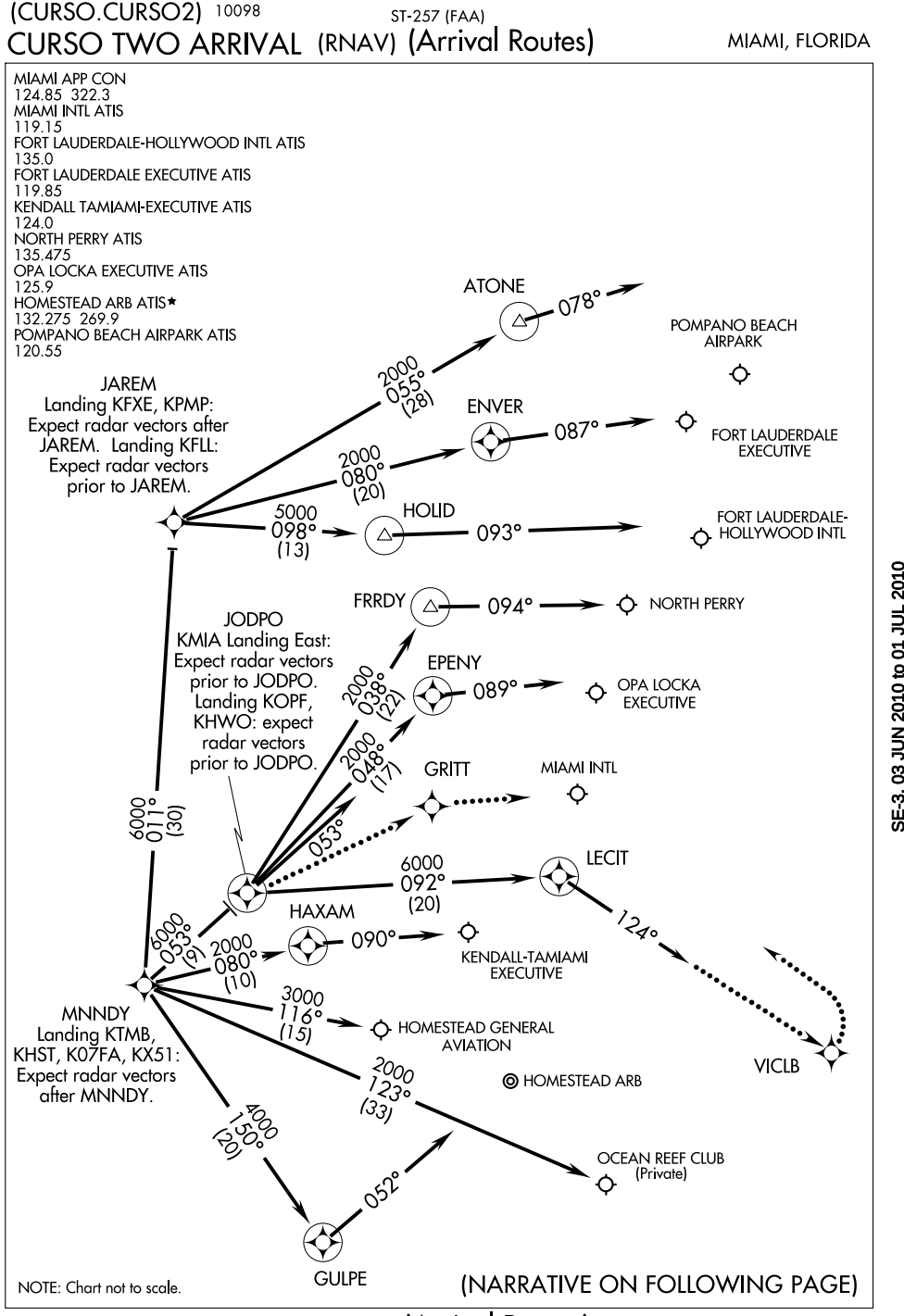


NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

CURSO TWO ARRIVAL (RNAV) (Arrival Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

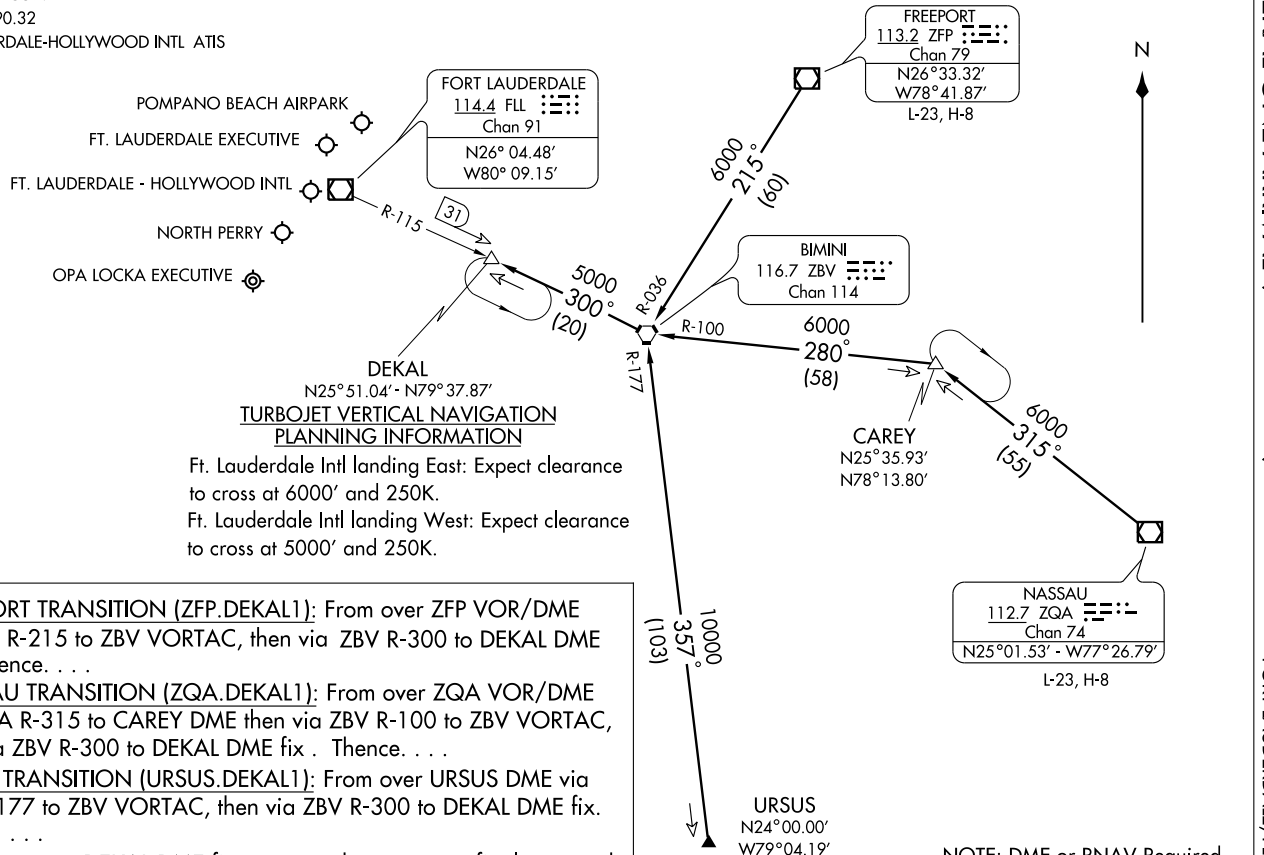
LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

MIAMI APP CON
119.45 290.32
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Ft. Lauderdale Intl landing East: Expect clearance to cross at 6000′ and 250K.

Ft. Lauderdale Intl landing West: Expect clearance to cross at 5000′ and 250K.

FREEPORT TRANSITION (ZFP.DEKAL1): From over ZFP VOR/DME via ZFP R-215 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

NASSAU TRANSITION (ZQA.DEKAL1): From over ZQA VOR/DME via ZQA R-315 to CAREY DME then via ZBV R-100 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix . Thence. . . .

URSUS TRANSITION (URSUS.DEKAL1): From over URSUS DME via ZBV R-177 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

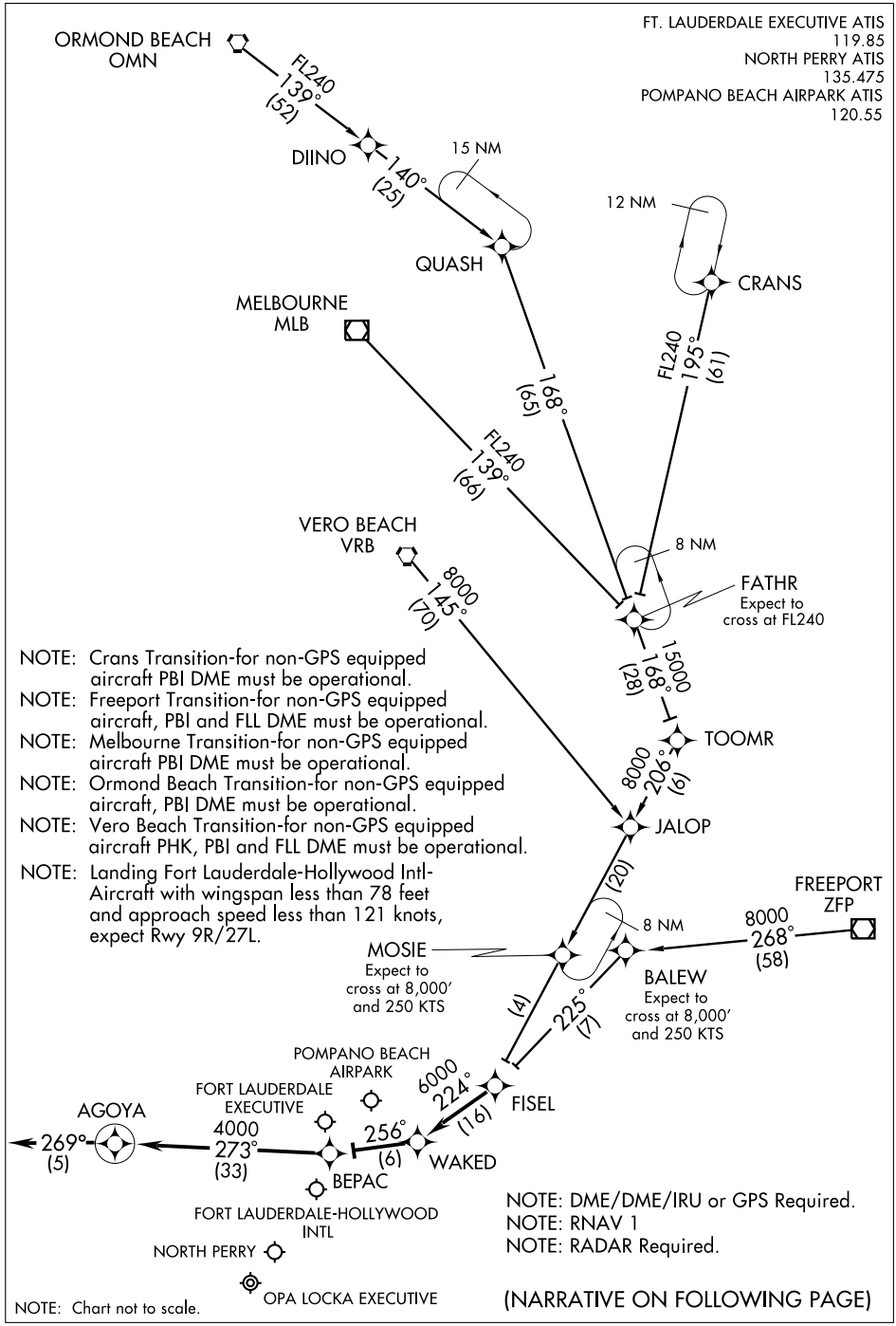
. . . .From over DEKAL DME fix expect radar vectors to final approach course.

NOTE: DME or RNAV Required.

NOTE: Chart not to scale.

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



NOTE: Crans Transition-for non-GPS equipped aircraft PBI DME must be operational.

NOTE: Freeport Transition-for non-GPS equipped aircraft, PBI and FLL DME must be operational.

NOTE: Melbourne Transition-for non-GPS equipped aircraft PBI DME must be operational.

NOTE: Ormond Beach Transition-for non-GPS equipped aircraft, PBI DME must be operational.

NOTE: Vero Beach Transition-for non-GPS equipped aircraft PHK, PBI and FLL DME must be operational.

NOTE: Landing Fort Lauderdale-Hollywood Intl-Aircraft with wingspan less than 78 feet and approach speed less than 121 knots, expect Rwy 9R/27L.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

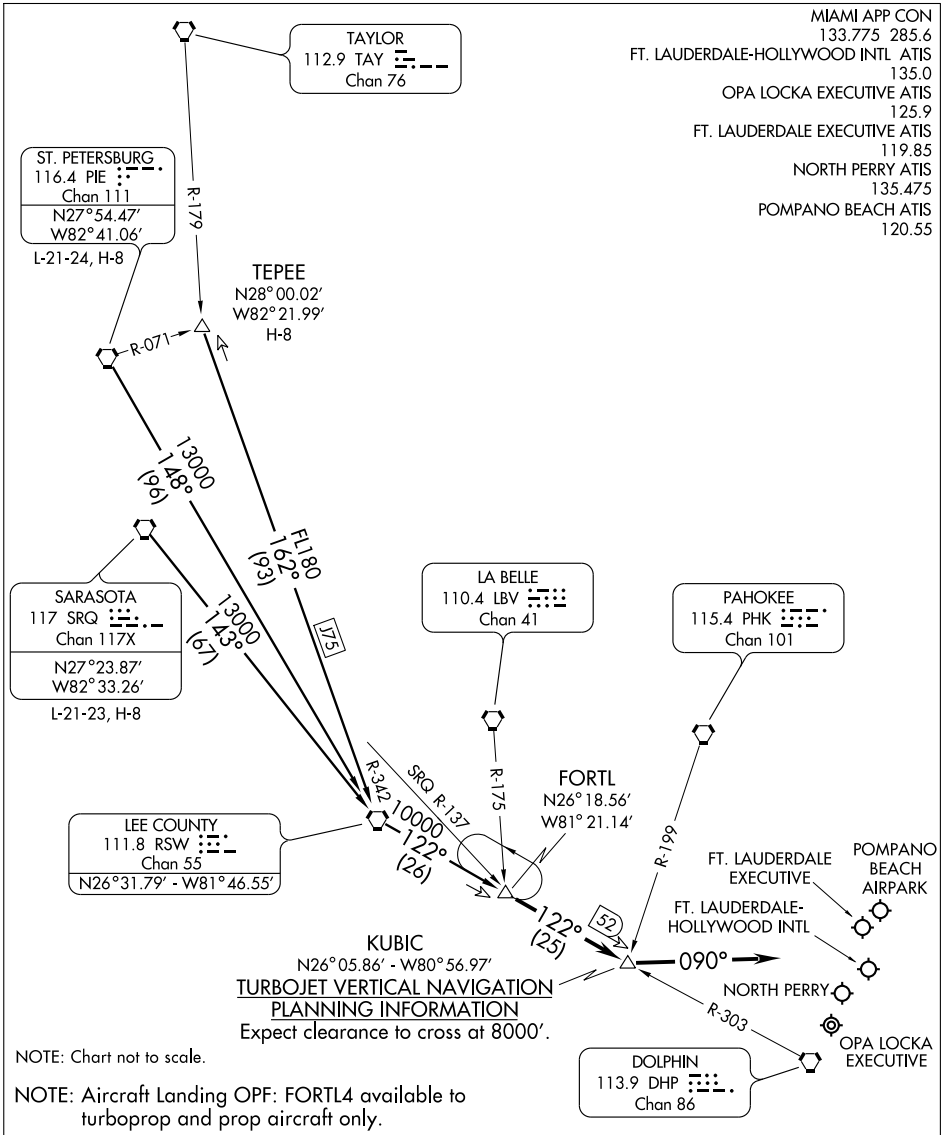
CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3. 03 JUN 2010 to 01 JUL 2010



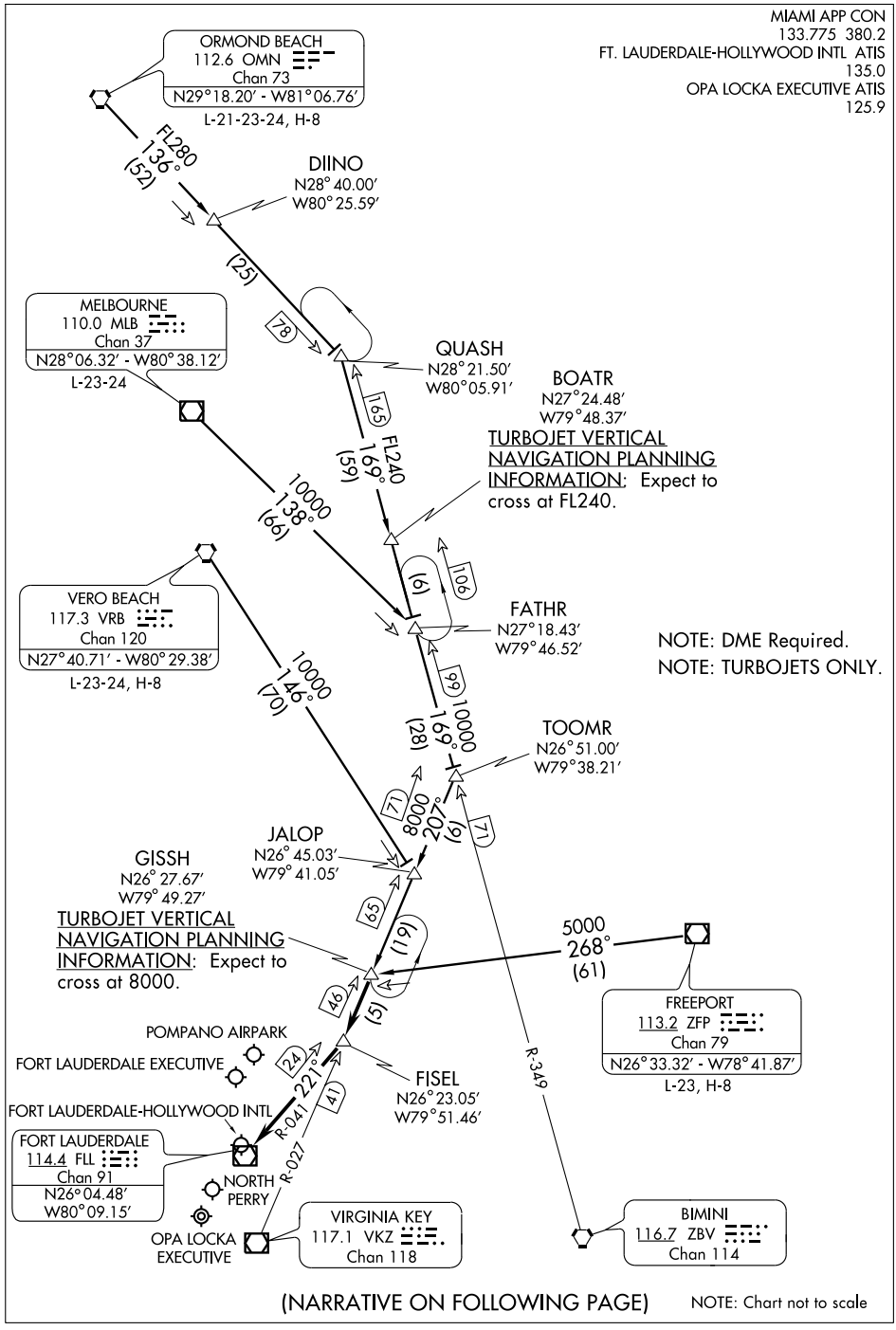
ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

MIAMI APP CON
133.775 380.2
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
OPA LOCKA EXECUTIVE ATIS
125.9



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

APP CRS	Rwy Idg	3000
094°	TDZE	9
	Apt Elev	9

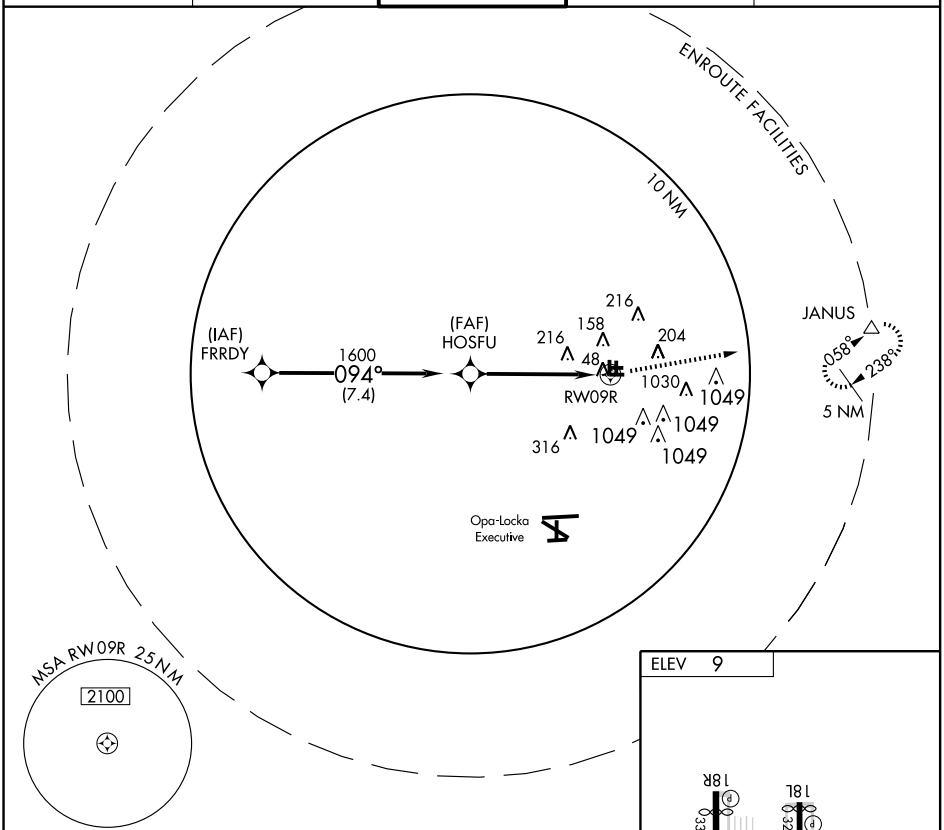
GPS RWY 9R
HOLLYWOOD/ NORTH PERRY (HWO)

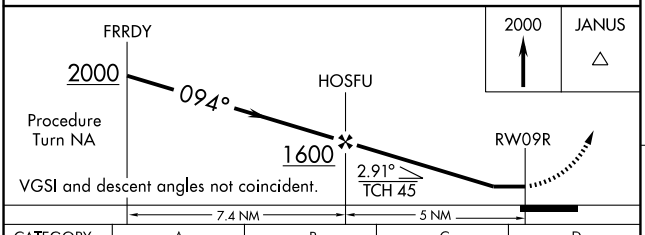
▼ If local altimeter setting not received, use Ft. Lauderdale-Hollywood Intl altimeter setting and increase all MDAs 20 feet.

▲ NA

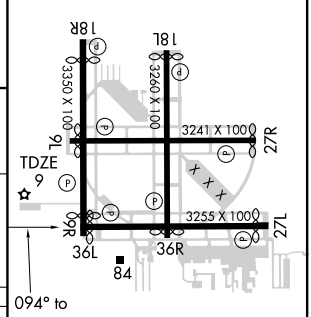
MISSED APPROACH: Climb to 2000 direct JANUS WP and hold.

ATIS	MIAMI APP CON	NORTH PERRY TOWER*	GND CON	UNICOM
135.475	128.6 306.975	132.1 (CTAF) Ⓛ 254.3	120.45 254.3	122.95





CATEGORY	A	B	C	D
S-9R	920-1¼	911 (1000-1¼)	920-2¾ 911 (1000-2¾)	NA
CIRCLING	920-1¼	911 (1000-1¼)	920-2¾ 911 (1000-2¾)	NA



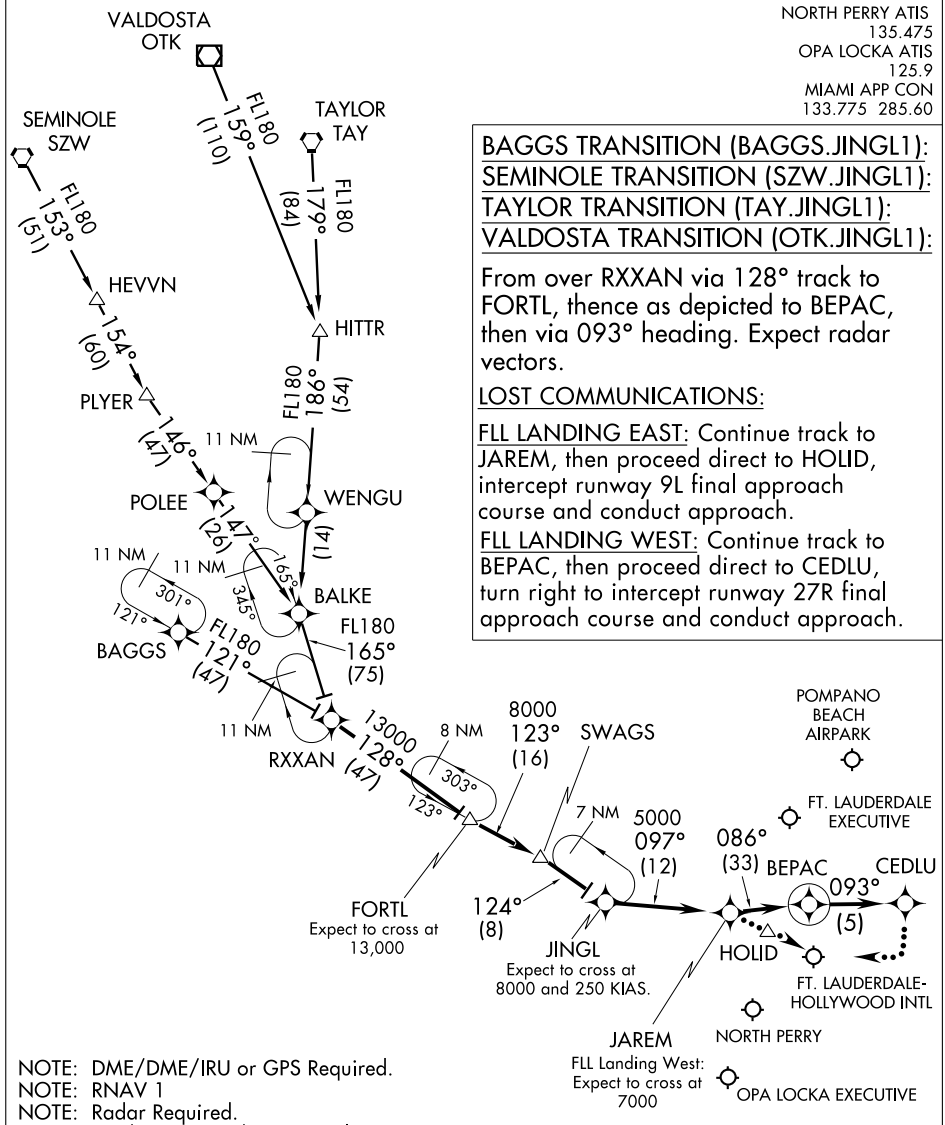
REIL Rwy 9R
MIRL Rwys 9R-27L and 18R-36L Ⓛ

SE-3, 03 JUN 2010 to 01 JUL 2010

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS 135.0
FT. LAUDERDALE EXECUTIVE ATIS 119.85
POMPANO BEACH AIRPARK ATIS 120.55
NORTH PERRY ATIS 135.475
OPA LOCKA ATIS 125.9
MIAMI APP CON 133.775 285.60



BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

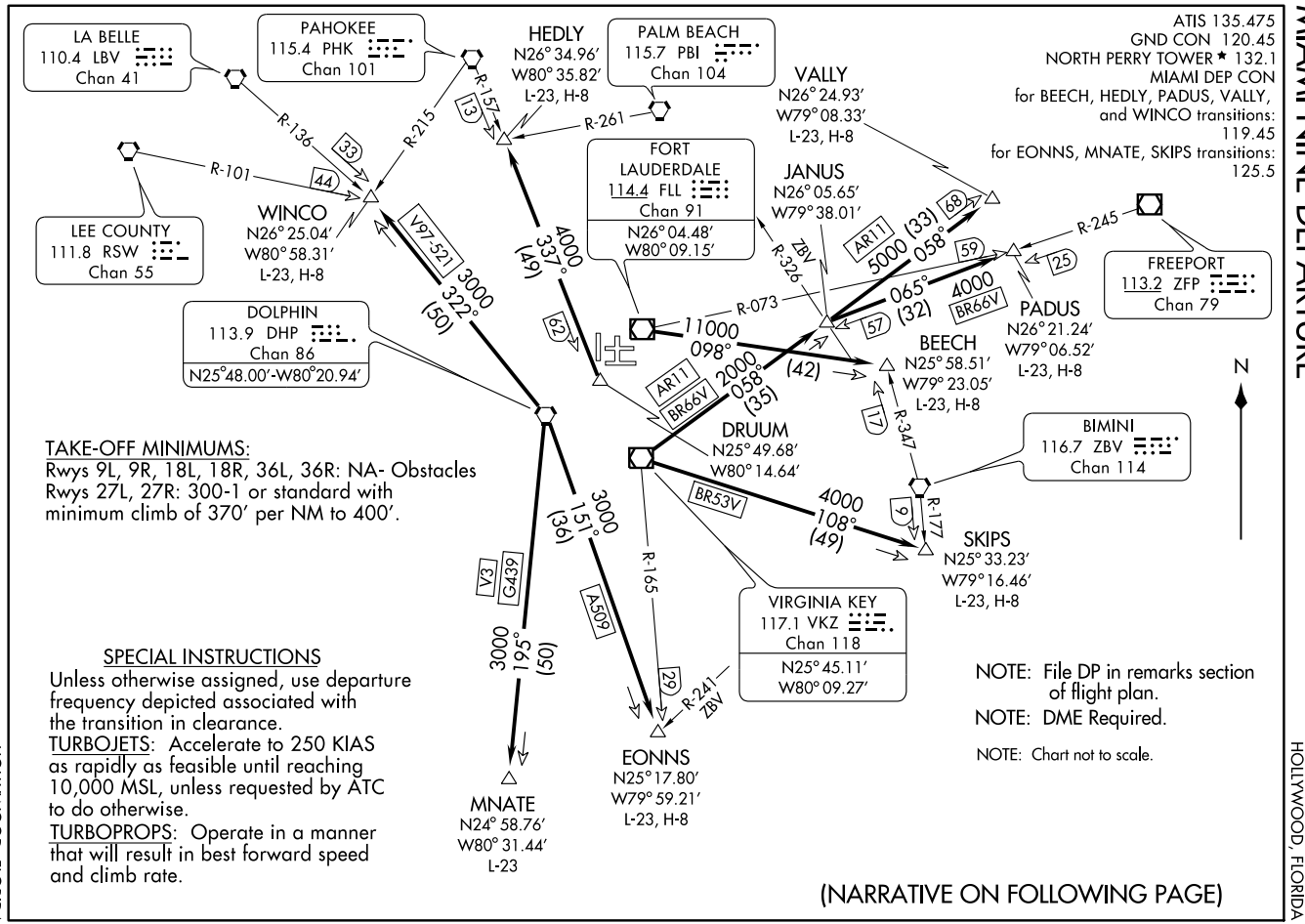
FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010


LA BELLE
110.4 LBV
Chan 41
PAHOKEE
115.4 PHK
Chan 101
HEDLY
N26° 34.96′
W80° 35.82′
L-23, H-8
PALM BEACH
115.7 PBI
Chan 104
VALLY
N26° 24.93′
W79° 08.33′
L-23, H-8
ATIS 135.475
GND CON 120.45
NORTH PERRY TOWER ★ 132.1
MIAMI DEP CON
for BEECH, HEDLY, PADUS, VALLY, and WINCO transitions: 119.45
for EONNS, MNATE, SKIPS transitions: 125.5
FORT LAUDERDALE
114.4 FLL
Chan 91
N26° 04.48′
W80° 09.15′
JANUS
N26° 05.65′
W79° 38.01′
LEE COUNTY
111.8 RSW
Chan 55
WINCO
N26° 25.04′
W80° 58.31′
L-23, H-8
FREEPORT
113.2 ZFP
Chan 79
DOLPHIN
113.9 DHP
Chan 86
N25° 48.00′-W80° 20.94′
PADUS
N26° 21.24′
W79° 06.52′
L-23, H-8
BEECH
N25° 58.51′
W79° 23.05′
L-23, H-8
DRUUM
N25° 49.68′
W80° 14.64′
BIMINI
116.7 ZBV
Chan 114
SKIPS
N25° 33.23′
W79° 16.46′
L-23, H-8
VIRGINIA KEY
117.1 VKZ
Chan 118
N25° 45.11′
W80° 09.27′
EONNS
N25° 17.80′
W79° 59.21′
L-23, H-8
MNATE
N24° 58.76′
W80° 31.44′
L-23
R-136
R-215
R-101
R-157
R-261
R-326
R-245
R-073
R-347
R-177
R-165
R-241 ZBV
337° (49)
322° (50)
065° (32)
058° (35)
098° (42)
108° (49)
151° (36)
195° (50)
4000
3000
5000 (33)
11000
2000
AR11
BR66V
BR53V
V97-521
V3
G439
A509
TAKE-OFF MINIMUMS:
Rwys 9L, 9R, 18L, 18R, 36L, 36R: NA- Obstacles
Rwys 27L, 27R: 300-1 or standard with minimum climb of 370′ per NM to 400′.
SPECIAL INSTRUCTIONS
Unless otherwise assigned, use departure frequency depicted associated with the transition in clearance.
TURBOJETS: Accelerate to 250 KIAS as rapidly as feasible until reaching 10,000 MSL, unless requested by ATC to do otherwise.
TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.
NOTE: File DP in remarks section of flight plan.
NOTE: DME Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)
N
(MIA9.MIA) 10098
MIAMI NINE DEPARTURE
SL-5606 (FAA)
HOLLYWOOD/NORTH PERRY (HWO)
HOLLYWOOD, FLORIDA

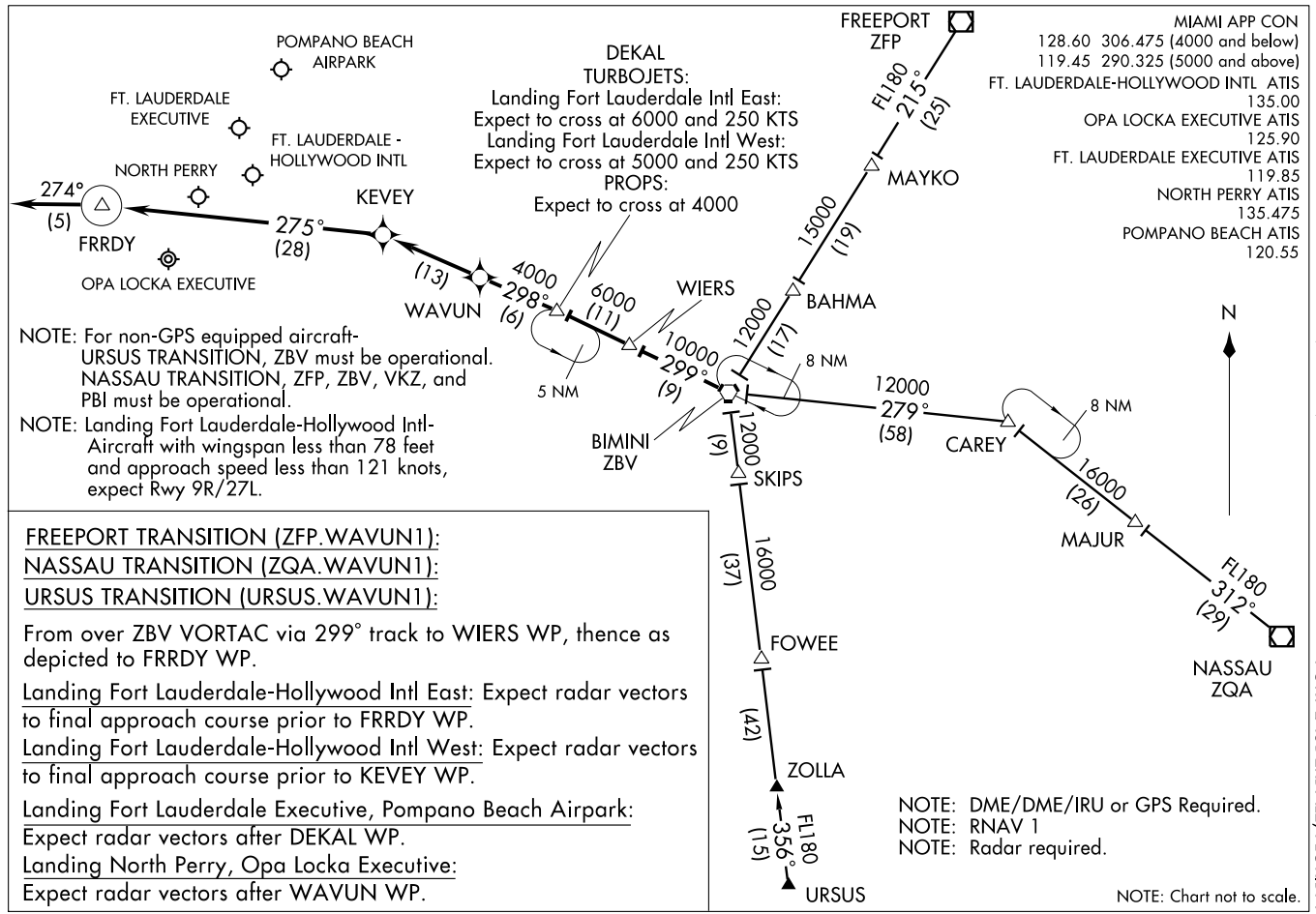
MIAMI NINE DEPARTURE

SE-3, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 27L and 27R: Climb on runway heading or as assigned.
NOTE: If assigned other than runway heading climb on runway heading to 1100 before turning to assigned heading.
Maintain 2000 feet or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK R-157 to HEDLY INT. Thence as filed.
MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed.
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.
VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

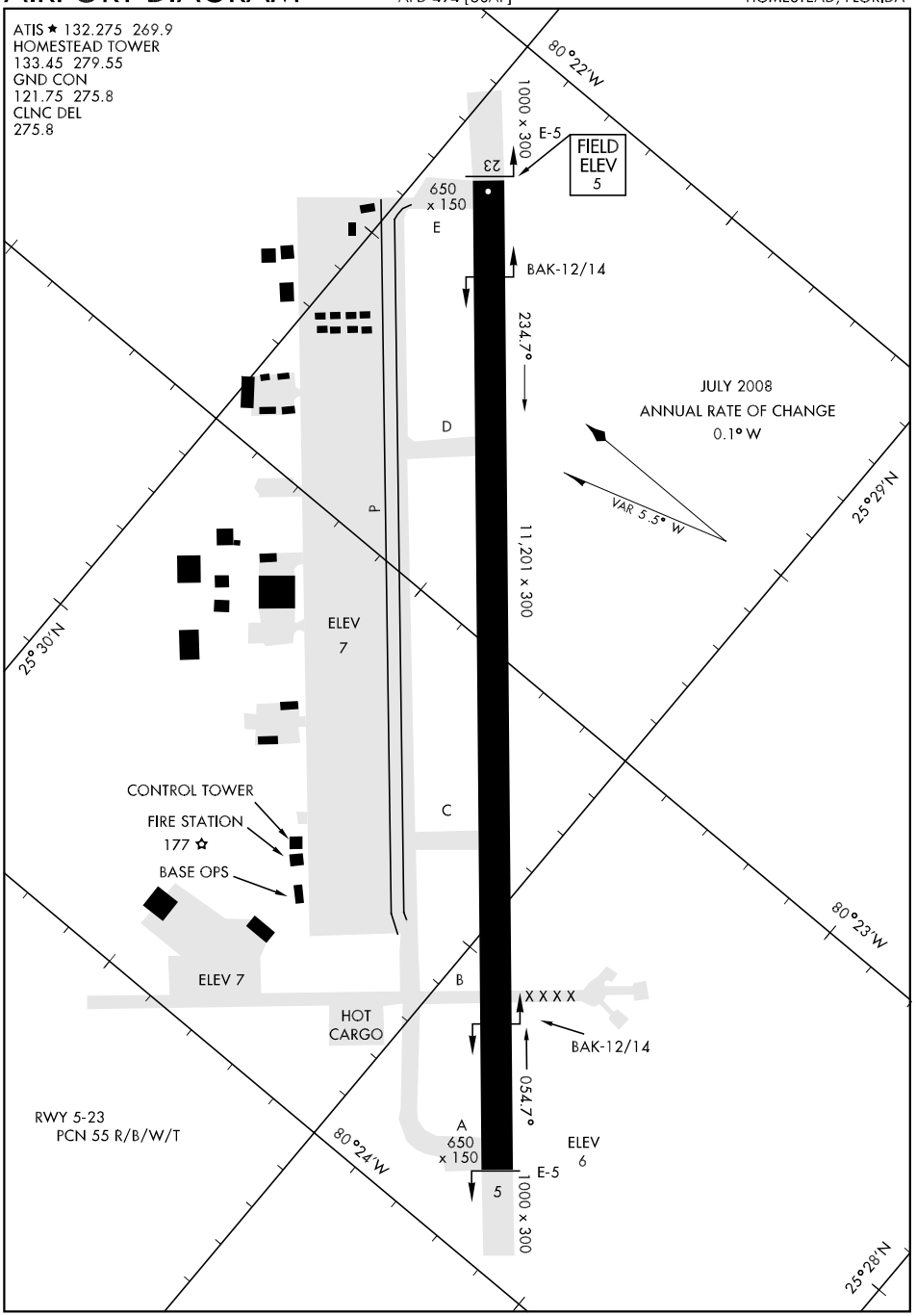


(WAVUN.WAVUN1) 08157

WAVUN ONE ARRIVAL (RNAV)

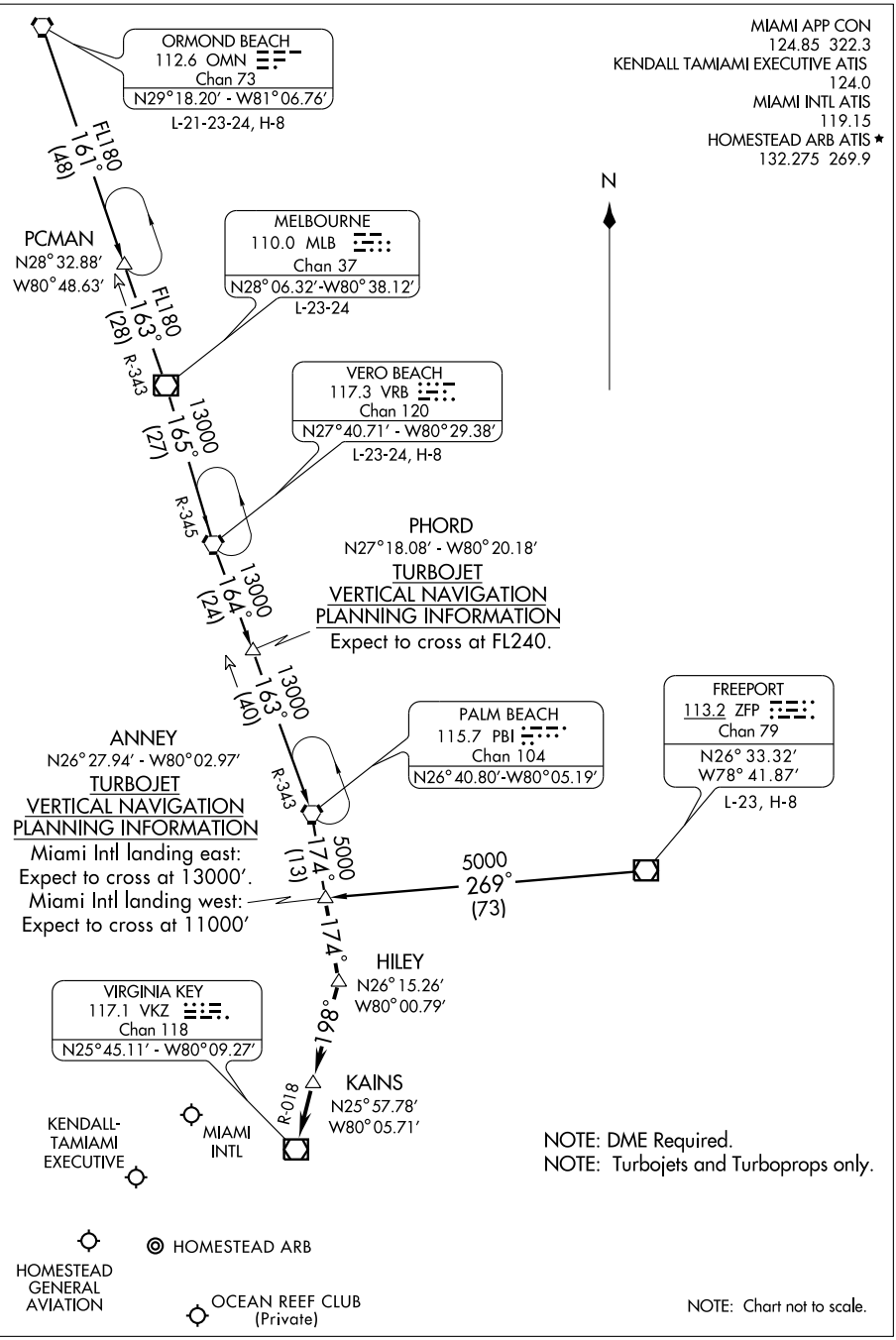
ST-744 (FAA)

FORT LAUDERDALE, FLORIDA


ATIS ★ 132.275 269.9
HOMESTEAD TOWER
133.45 279.55
GND CON
121.75 275.8
CLNC DEL
275.8
80°22'W
1000 x 300
E-5
23
FIELD ELEV 5
650 x 150
E
BAK-12/14
234.7°
JULY 2008
ANNUAL RATE OF CHANGE
0.1° W
VAR 5.5° W
25°29'N
D
P
11,201 x 300
25°30'N
ELEV 7
CONTROL TOWER
FIRE STATION
177 ☆
BASE OPS
C
80°23'W
ELEV 7
B
X X X X
HOT CARGO
BAK-12/14
054.7°
RWY 5-23
PCN 55 R/B/W/T
A
650 x 150
ELEV 6
80°24'W
E-5
5
1000 x 300
25°28'N

ANNEY ONE ARRIVAL

MIAMI, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

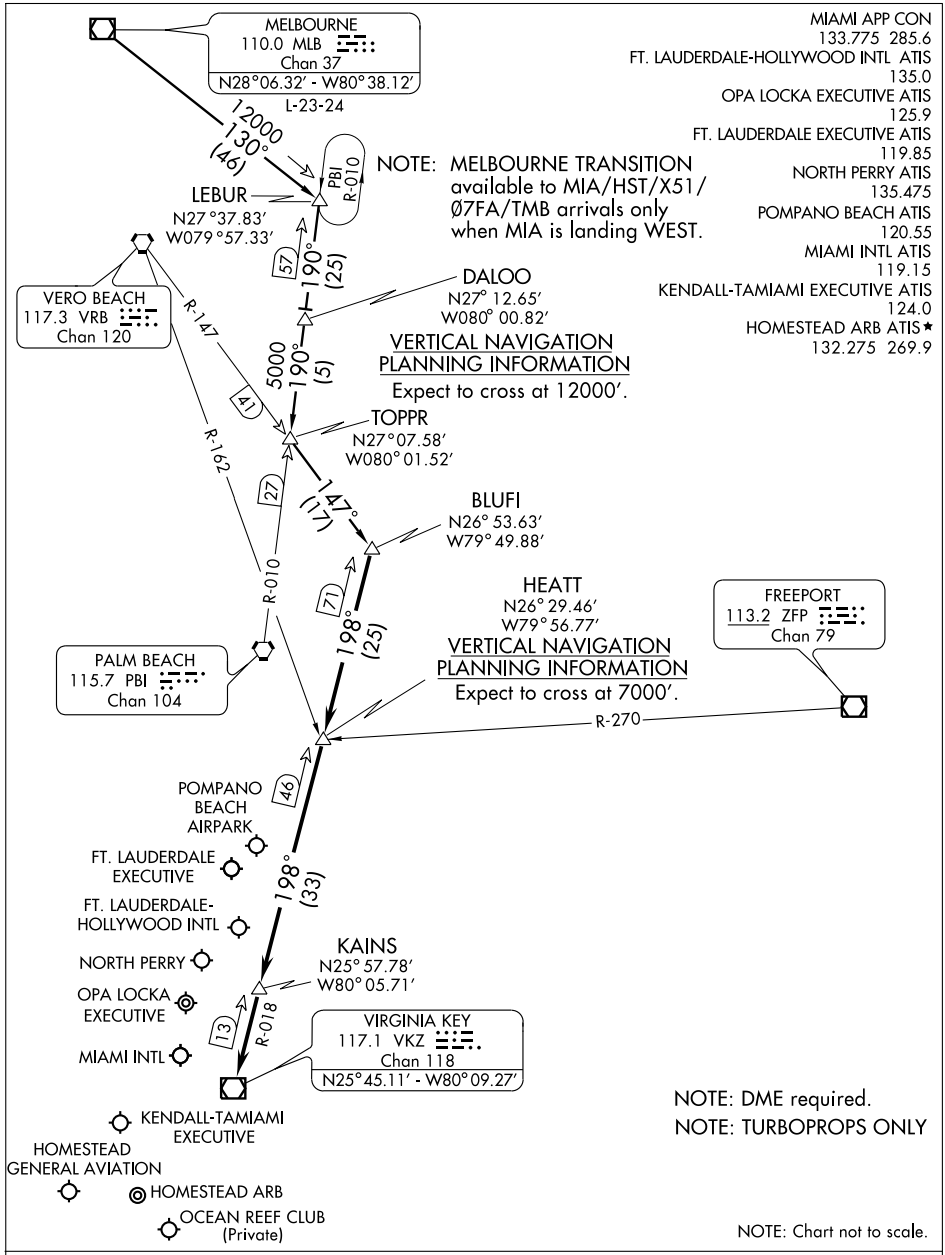
ANNEY ONE ARRIVAL (ANNEY.ANNEY1)

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 03 JUN 2010 to 01 JUL 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

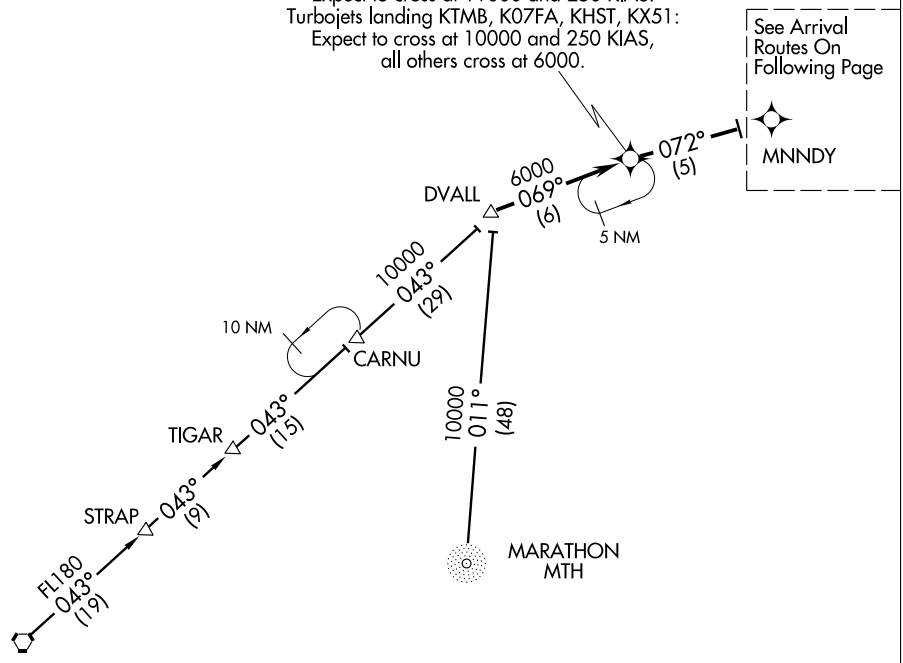
CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.

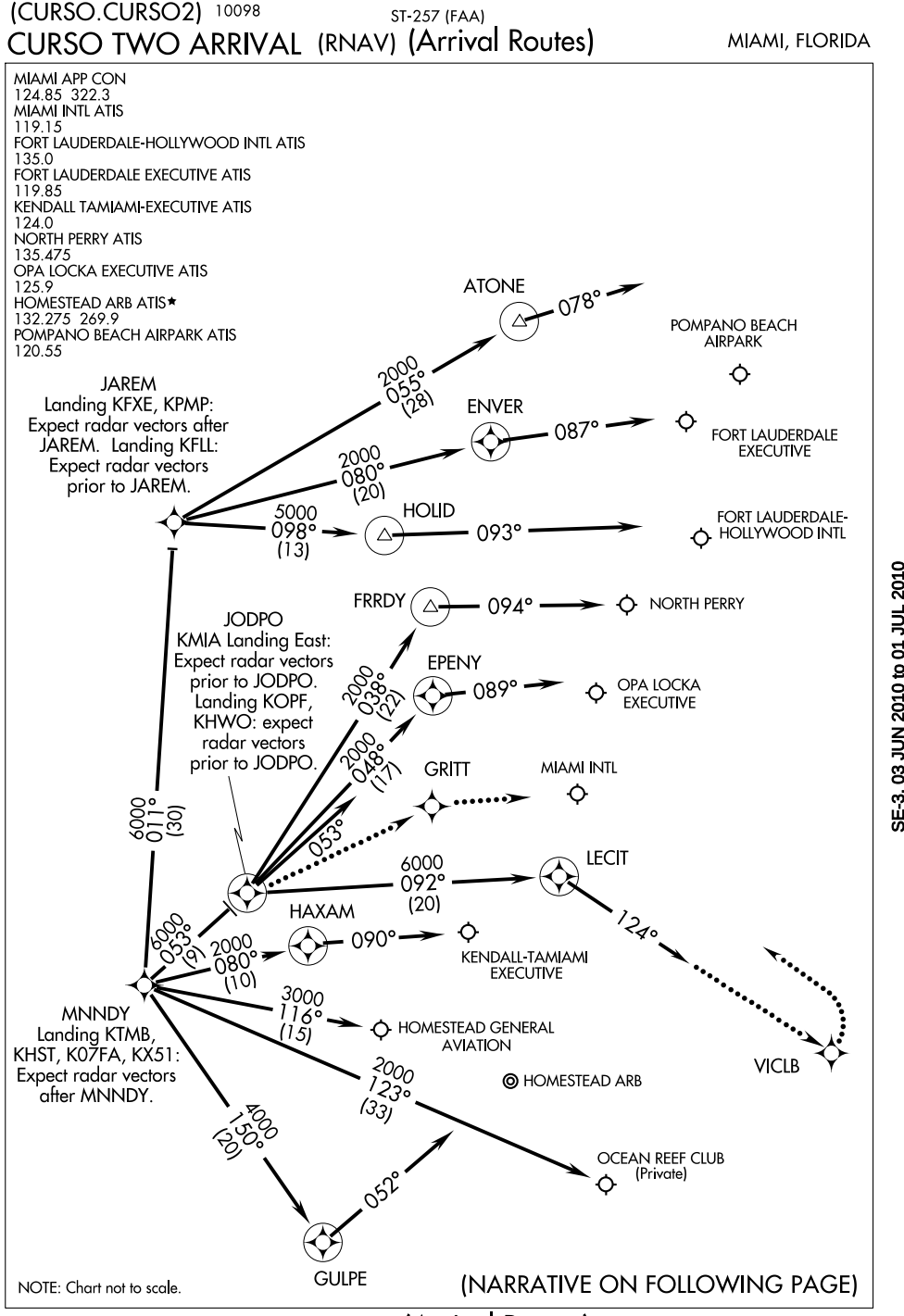


NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

CURSO TWO ARRIVAL (RNAV) (Arrival Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

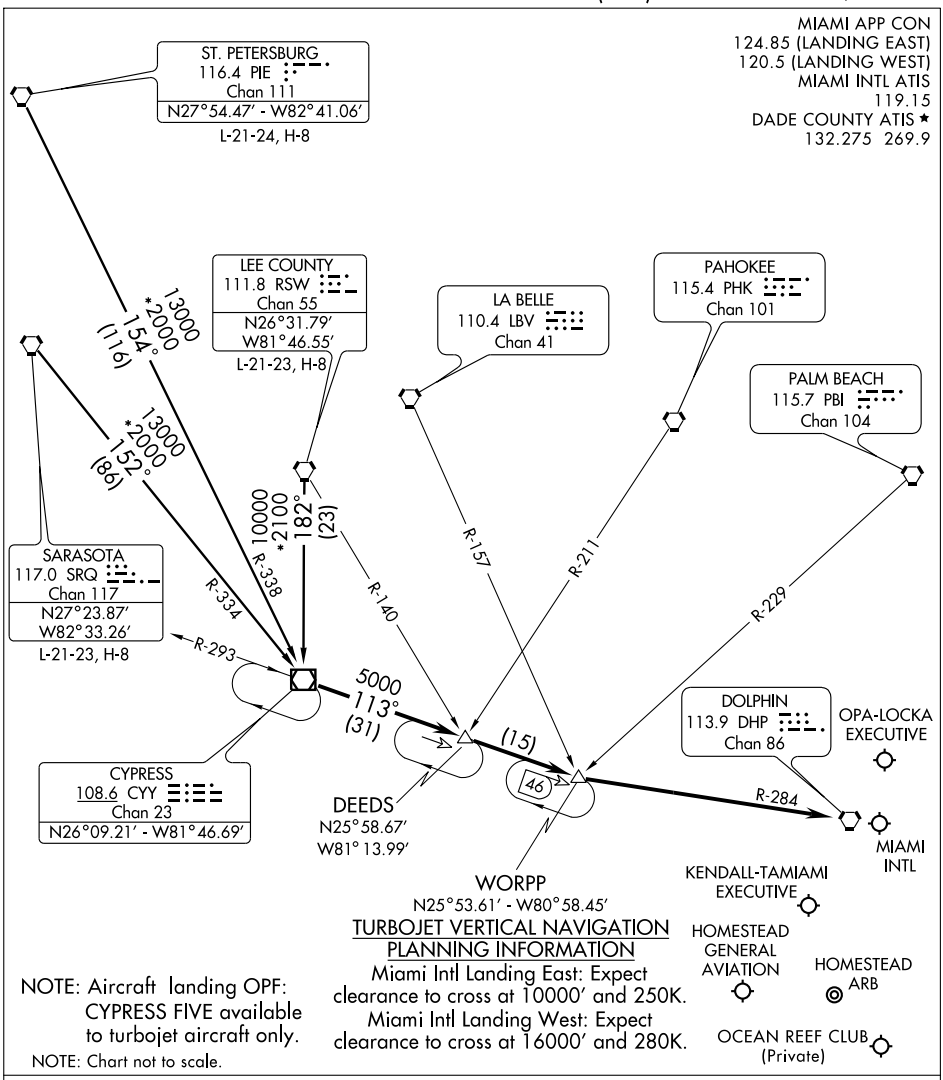
KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

CYPRESS FIVE ARRIVAL

ST-257 (FAA)

MIAMI, FLORIDA



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

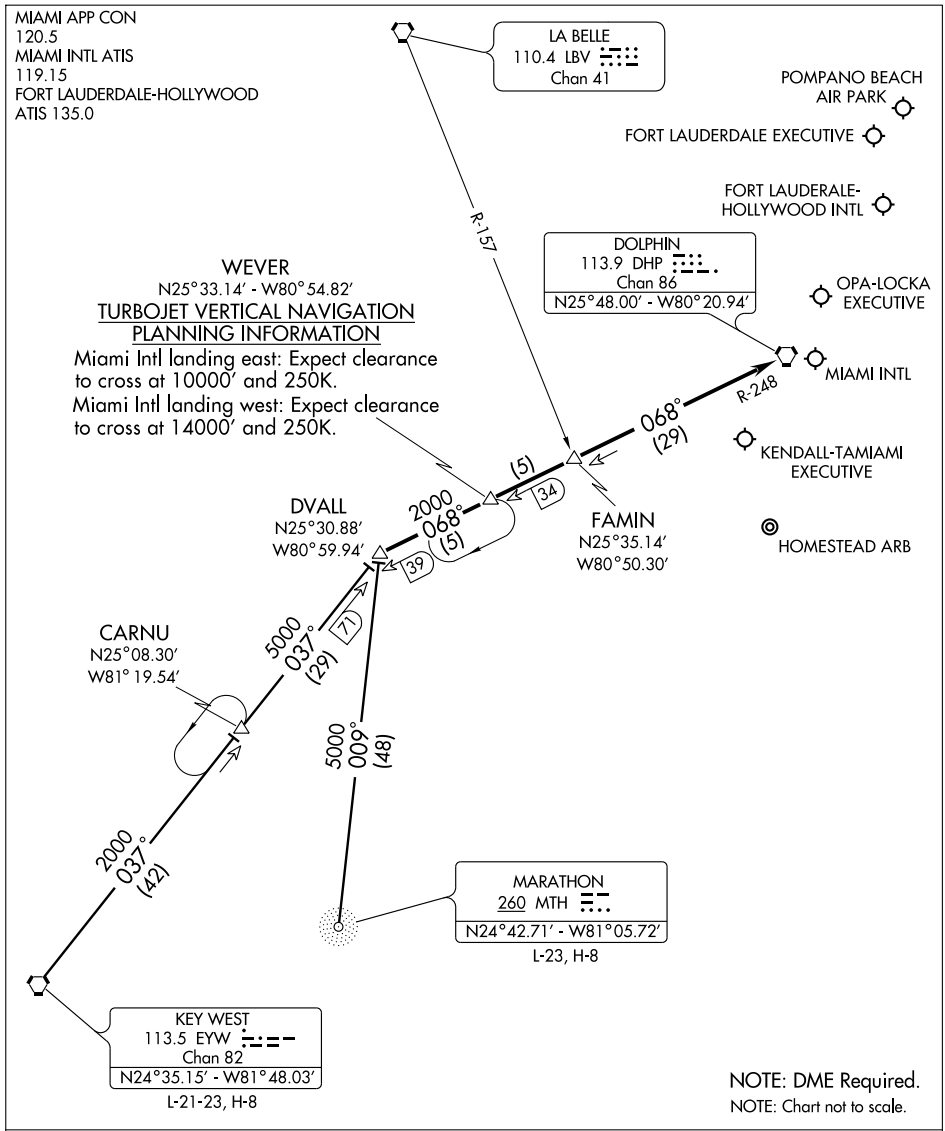
. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 03 JUN 2010 to 01 JUL 2010

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA

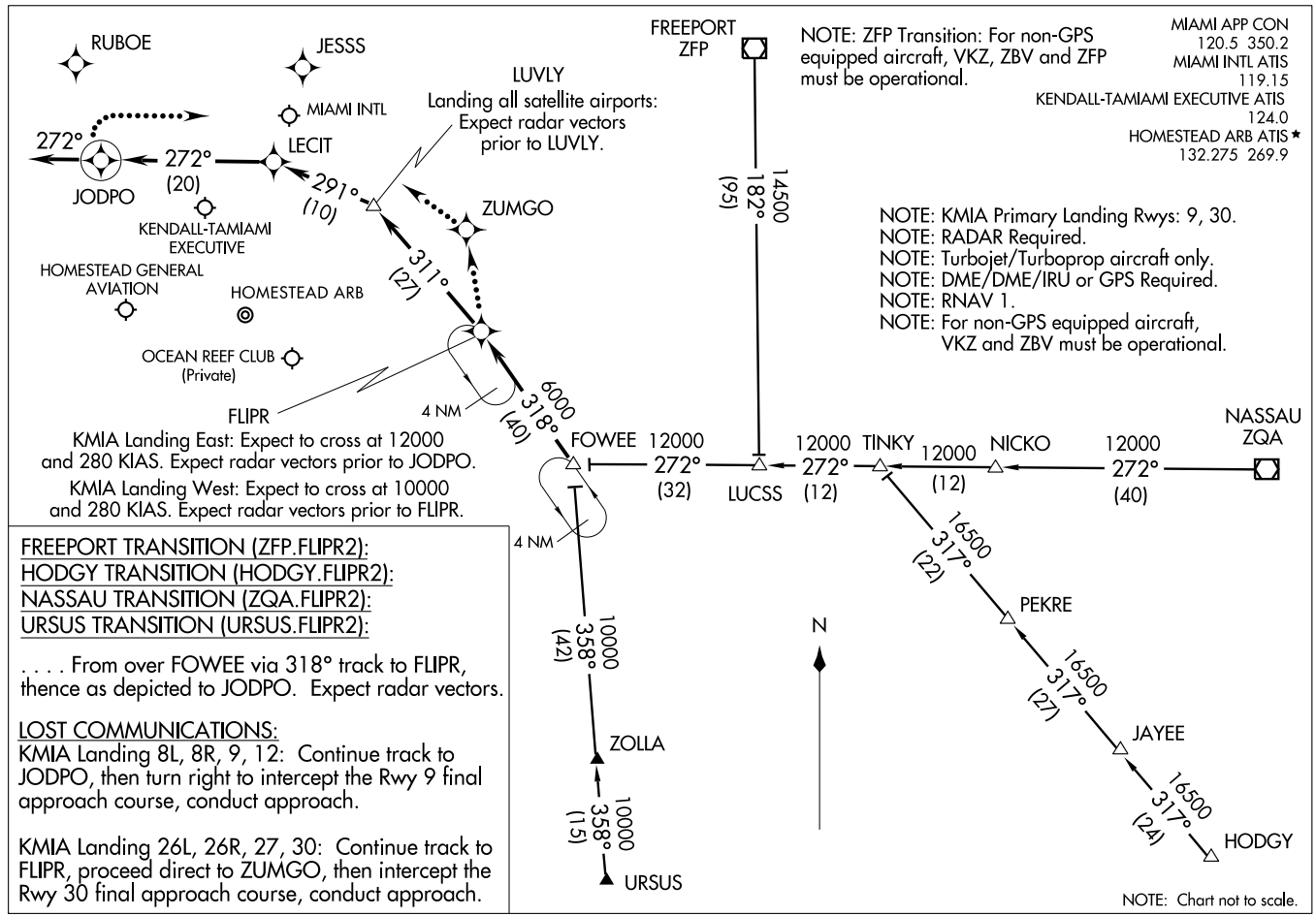


KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

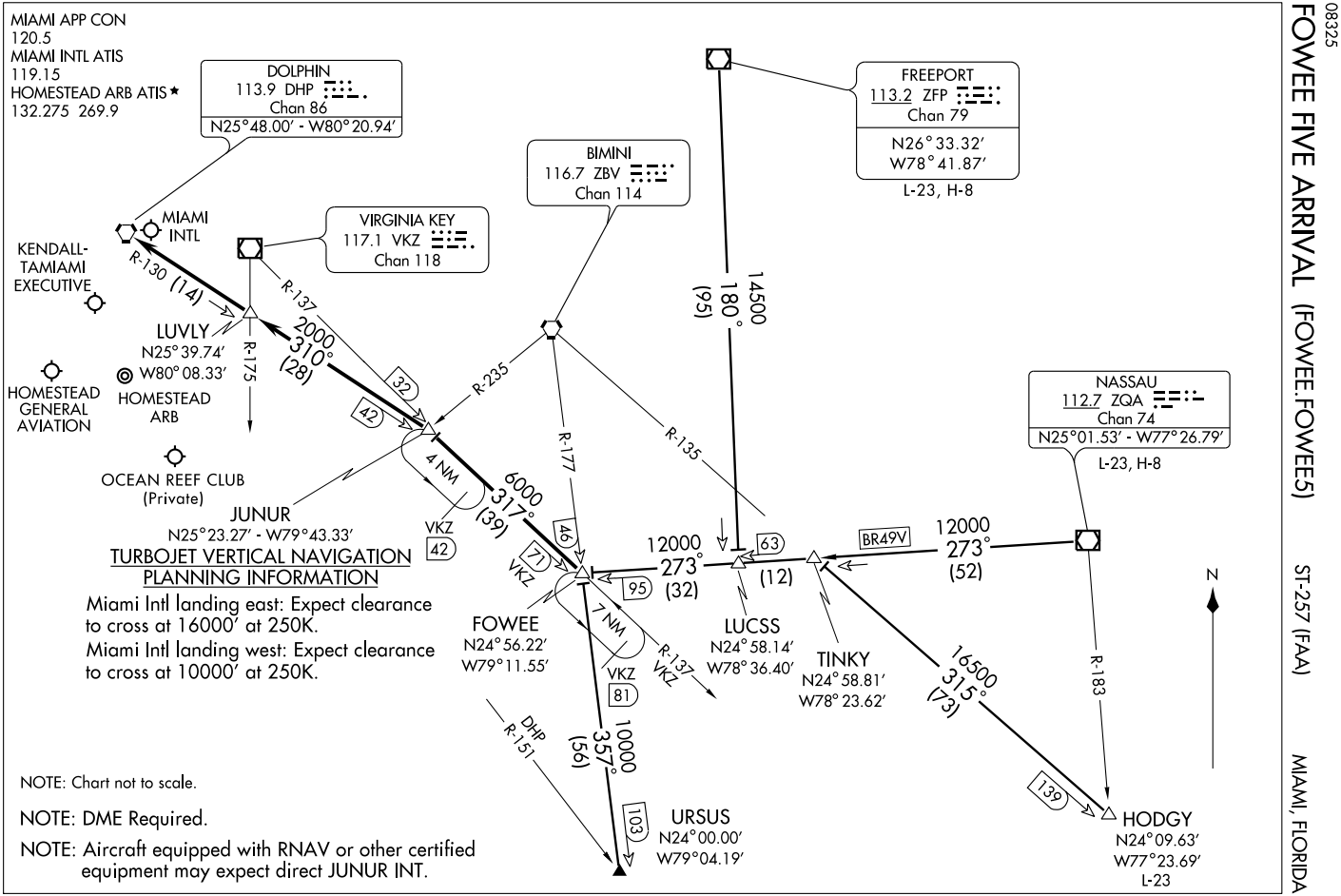
MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 03 JUN 2010 to 01 JUL 2010


FLIPR TWO ARRIVAL (RNAV)
(FLIPR.FLIPR2) 10098
SI-257 (FAA)
MIAMI, FLORIDA
MIAMI APP CON
120.5 350.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9
NOTE: ZFP Transition: For non-GPS equipped aircraft, VKZ, ZBV and ZFP must be operational.
NOTE: KMIA Primary Landing Rwys: 9, 30.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft, VKZ and ZBV must be operational.
RUBOE
JESSS
MIAMI INTL
LECIT
JODPO
272°
272°
(20)
291°
(10)
LUVLY
Landing all satellite airports:
Expect radar vectors prior to LUVLY.
ZUMGO
311°
(27)
KENDALL-TAMIAMI EXECUTIVE
HOMESTEAD GENERAL AVIATION
HOMESTEAD ARB
OCEAN REEF CLUB
(Private)
FLIPR
4 NM
6000
318°
(40)
KMIA Landing East: Expect to cross at 12000 and 280 KIAS. Expect radar vectors prior to JODPO.
KMIA Landing West: Expect to cross at 10000 and 280 KIAS. Expect radar vectors prior to FLIPR.
FREEPORT
ZFP
14500
182°
(95)
FOWEE
12000
272°
(32)
LUCSS
12000
272°
(12)
TINKY
12000
NICKO
12000
272°
(40)
NASSAU
ZQA
4 NM
10000
358°
(42)
ZOLLA
10000
358°
(15)
URSUS
16500
317°
(22)
PEKRE
16500
317°
(27)
JAYEE
16500
317°
(24)
HODGY
N
NOTE: Chart not to scale.
FREEPORT TRANSITION (ZFP.FLIPR2):
HODGY TRANSITION (HODGY.FLIPR2):
NASSAU TRANSITION (ZQA.FLIPR2):
URSUS TRANSITION (URSUS.FLIPR2):
. . . . From over FOWEE via 318° track to FLIPR, thence as depicted to JODPO. Expect radar vectors.
LOST COMMUNICATIONS:
KMIA Landing 8L, 8R, 9, 12: Continue track to JODPO, then turn right to intercept the Rwy 9 final approach course, conduct approach.
KMIA Landing 26L, 26R, 27, 30: Continue track to FLIPR, proceed direct to ZUMGO, then intercept the Rwy 30 final approach course, conduct approach.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Miami Intl landing east: Expect clearance to cross at 16000′ at 250K.

Miami Intl landing west: Expect clearance to cross at 10000′ at 250K.

NOTE: Chart not to scale.

NOTE: DME Required.

NOTE: Aircraft equipped with RNAV or other certified equipment may expect direct JUNUR INT.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .

URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

HI-ILS or LOC/DME RWY 5

LOC I-HST	APCH CRS	Rwy ldg 11,201 / TDZE 6 / Arpt Elev 5
109.9	052°	

JAL-494 [USAF]

HOMESTEAD ARB (KHST)

▼ * When ALS inop, increase CAT CDE RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60, vis to 1¼ mile, CAT E vis to 1½ mile.

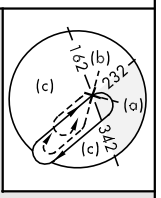
ALSF-1

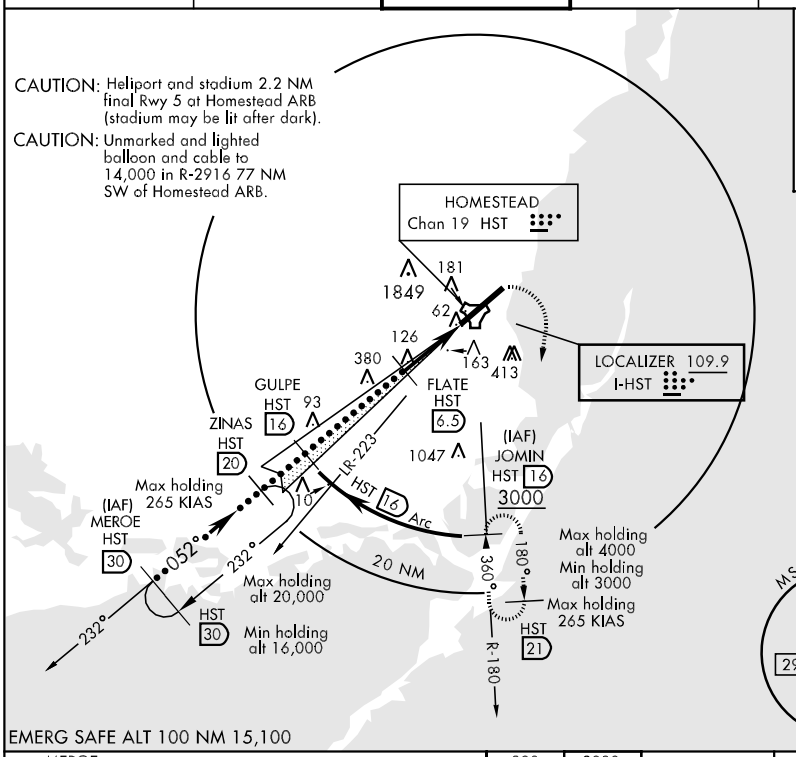
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 intercept HST R-180 to 16 DME fix and hold as published.

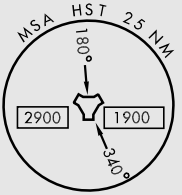
ATIS *	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8

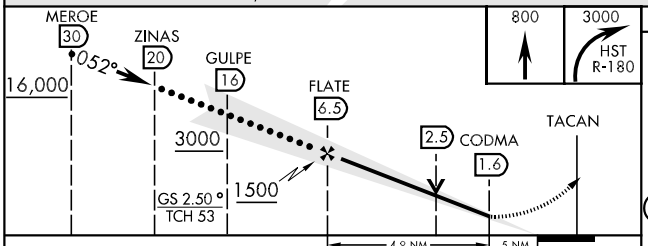
CAUTION: Heliport and stadium 2.2 NM final Rwy 5 at Homestead ARB (stadium may be lit after dark).

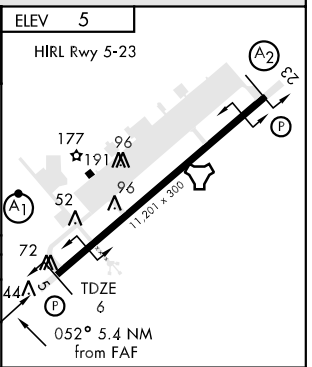
CAUTION: Unmarked and lighted balloon and cable to 14,000 in R-2916 77 NM SW of Homestead ARB.











CATEGORY	C	D	E
S-ILS 5*	206/24 200 (200-½)		
S-LOC 5 **	420/40 414 (500-¾)		420/50 414 (500-1)
CIRCLING	520-1½ 514 (600-1½)	560-2 554 (600-2)	780-2¾ 774 (800-2¾)

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

HI-TACAN RWY 5

LOC I-HST	APCH CRS	Rwy ldg 11,201 / TDZE 6 / Arpt Elev 5
109.9	053°	

JAL-494 [USAF]

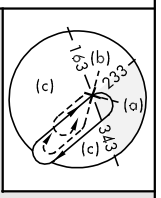
HOMESTEAD ARB (KHST)

▼ * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized in NW quadrant.

ALSF-1

MISSED APPROACH: Climbing right turn to 3000 intercept HST R-233 to RYDOM and hold as published.

ATIS *	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8



CAUTION: Heliport and stadium 2.2 NM final Rwy 5 at Homestead ARB (stadium may be lit after dark).

CAUTION: Unmarked and lighted balloon and cable to 14,000 in R-2916 77 NM SW of Homestead ARB.

CAUTION: Holding in turbulent air at or below 4000 at RYDOM not authorized.

HOMESTEAD
Chan 19 HST

1849

FOOTY 413
HST 6.4

RYDOM
HST
16

RACKE
HST
20

Max holding alt 20,000

Min holding alt 16,000

Max holding alt 6000

Min holding alt 1500

1047

233°

10

053°

233°

(IAF)
CAJUN
HST
30

348

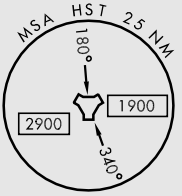
Max holding 265 KIAS

20 NM

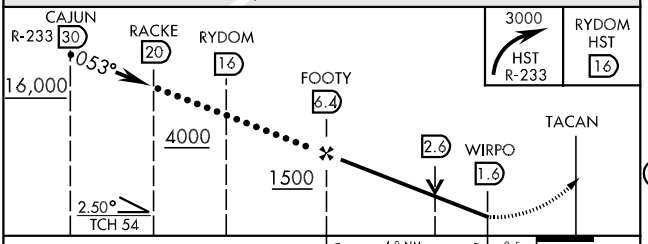
Max holding 265 KIAS

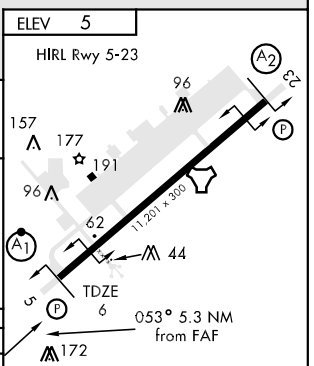
HST
30

R-233



EMERG SAFE ALT 100 NM 15,100





CATEGORY	C	D	E
S-TAC 5 *	440/40 434 (500-¾)	440/50	434 (500-1)
CIRCLING **	520-1½ 514 (600-1½)	560-2 554 (600-2)	780-2¾ 774 (800-2¾)

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

FREEPORT TRANSITION (ZFP.HILEY2):
JORAY TRANSITION (JORAY.HILEY2):
ORMOND BEACH TRANSITION (OMN.HILEY2):
. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.
KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN
FL240 166° (48)
14 NM
PCMAN
FL240 166° (28)
MELBOURNE MLB
FL180 168° (27)
165° 345°
VERO BEACH VRB
13000 165° (24)
PHORD
5000 165° (40)
PALM BEACH PBI
5 NM
5000 176° (13)
ANNEY
KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.
5000 176° (13)
6000 229° (11)
BOYUR
HILEY
5000 199° (18)
CIMBA
JESSS
271° RUBOE
271° (31)
255° (6)
243° (5)
KAINS
HOXIL
MIAMI INTL
JODPO
LECIT
KENDALL-TAMIAMI EXECUTIVE
HOMESTEAD ARB
HOMESTEAD GENERAL AVIATION
OCEAN REEF CLUB (Private)

12 NM
JORAY
FL180 200° (74)
OSOGY
FL180 200° (30)
ENVOY
10000 212° (9)
FREEPORT ZFP
YOSSI
10000 274° (50)
10000 242° (7)
063° 243°
10000 243° (9)
MILSY
KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.
NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

ILS or LOC/DME RWY 5

LOC I-HST	APCH CRS	Rwy ldg 11,201
109.9	052°	TDZE 6
		Arpt Elev 5

AL-494 [USAF]

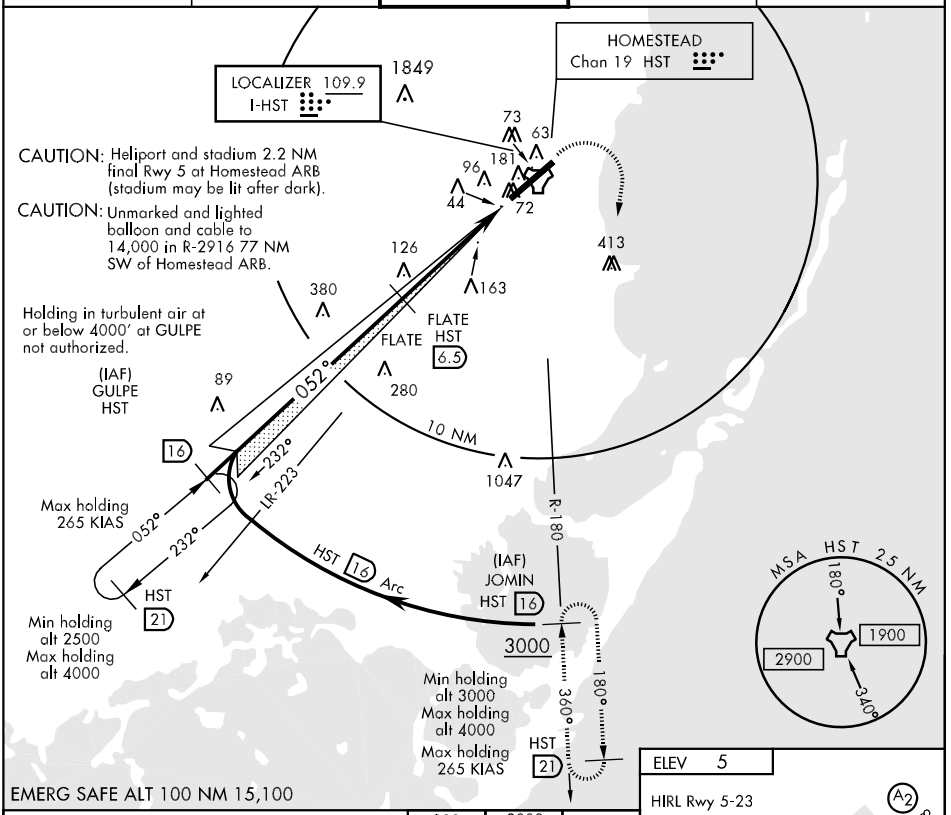
HOMESTEAD ARB (KHST)

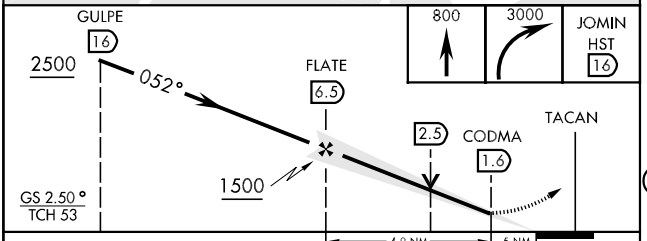
▼ * When ALS inop, increase all CATs RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT CD RVR to 60, vis to 1¼ mile, CAT E vis to 1½ mile.

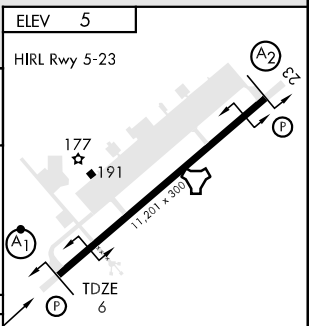
ALSF-1

MISSED APPROACH: Climb 800 then climbing right turn to 3000 intercept HST R-180 to 16 DME fix and hold as published.

ATIS ★	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8







CATEGORY	A	B	C	D	E
S-ILS 5 *	206/24		200	(200-½)	
S-LOC 5 **	420/24	414 (500-½)	420/40	414 (500-¾)	420/50 414 (500-1)
CIRCLING	520-1	514 (600-1)	520-1½ 514 (600-1½)	560-2 554 (600-2)	780-2¾ 774 (800-2¾)

FAF to MAP 4.9 NM

Knots	120	140	160	180	200
Min:Sec	2:27	2:06	1:50	1:38	1:28

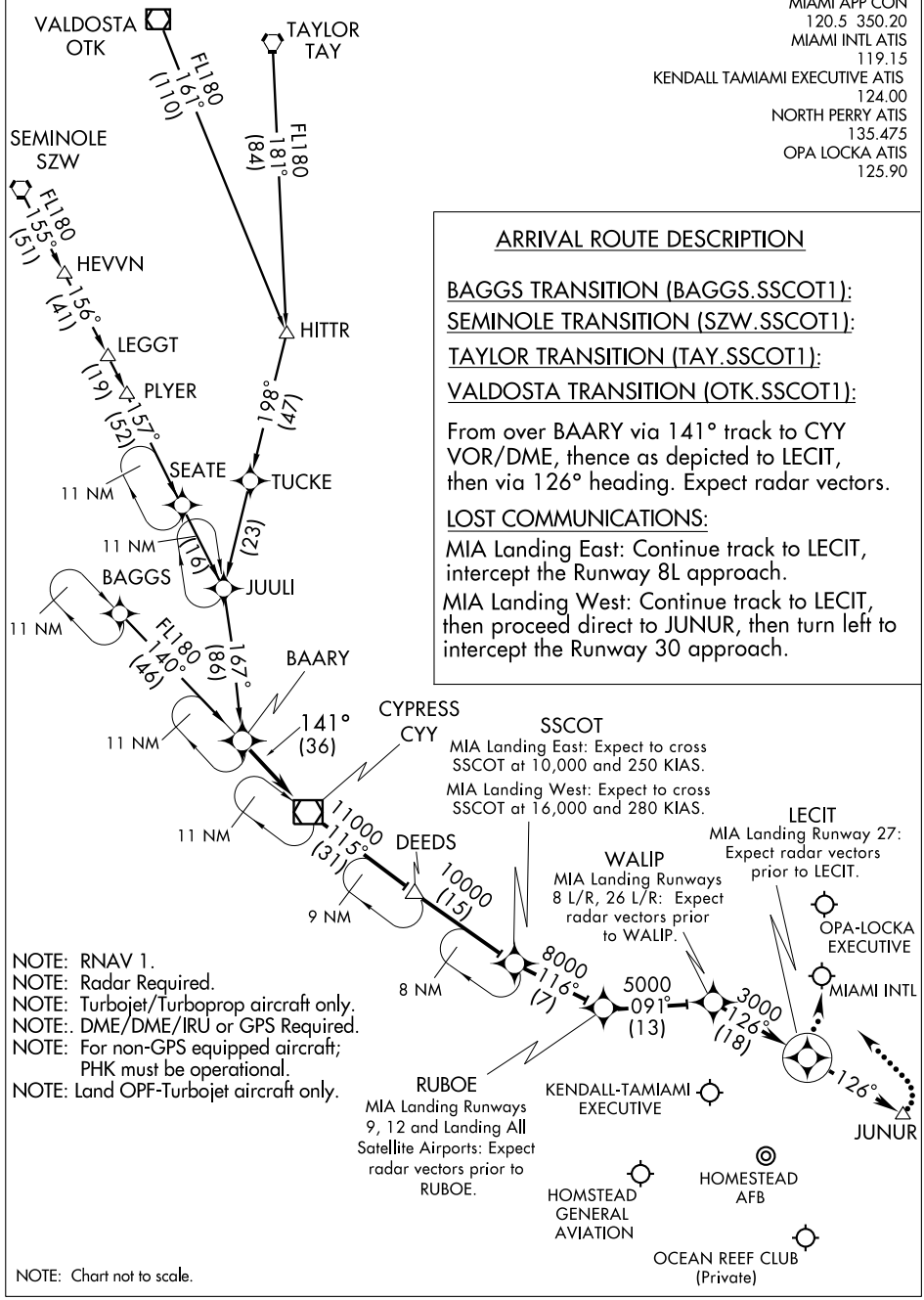
(SSCOT.SSCOT1) 08325

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA

MIAMI APP CON
120.5 350.20
MIAMI INTL ATIS
119.15
KENDALL TAMIAMI EXECUTIVE ATIS
124.00
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.90



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 5

TACAN	APCH CRS	Rwy ldg	11,201
HST		TDZE	6
Chan 19	053°	Arpt Elev	5

AL-494 [USAF]

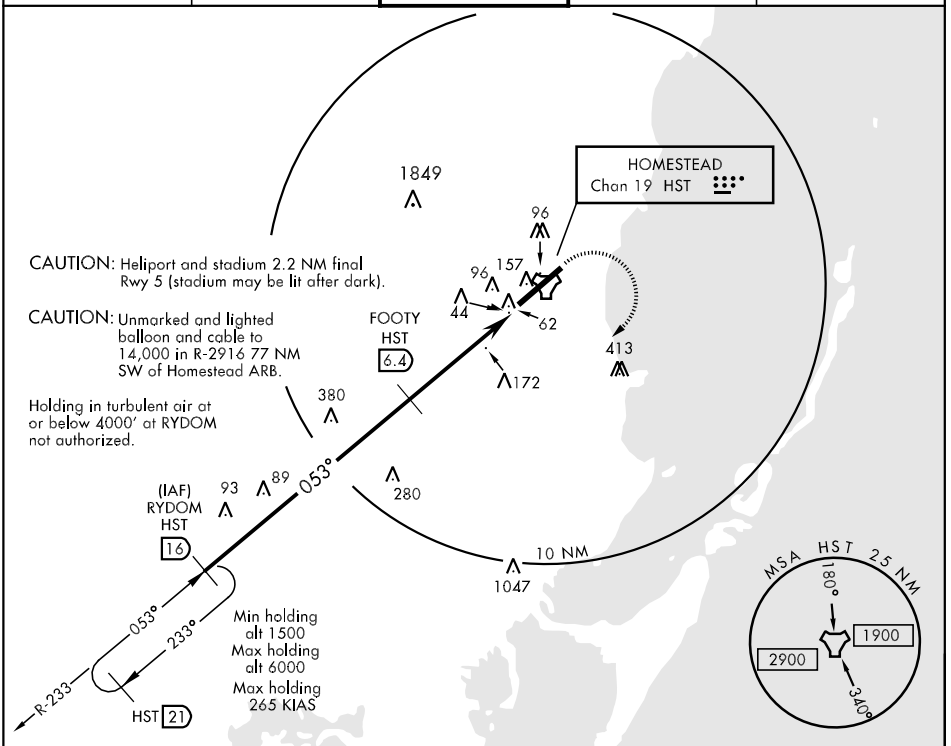
HOMESTEAD ARB (KHST)

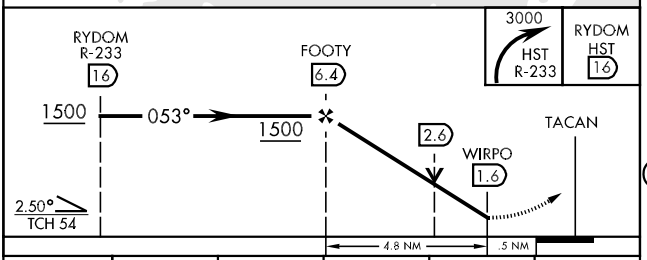
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized in NW quadrant.

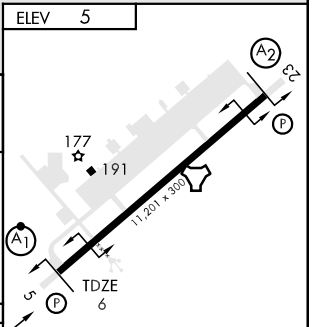
ALSF-1

MISSED APPROACH: Climbing right turn to 3000 intercept HST R-233 to RYDOM/HST 16 DME and hold as published.

ATIS ★	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8







CATEGORY	A	B	C	D	E
S-5 *	440/24	434 (500-½)	440/40 434 (500-¾)	440/50	434 (500-1)
CIRCLING**	520-1	515 (600-1)	520-1½ 515 (600-1½)	560-2 555 (600-2)	780-2¾ 775 (800-2¾)

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 23

TACAN HST Chan 19	APCH CRS 231°	Rwy ldg 11,201 TDZE 6 Arpt Elev 5	AL-494 [USAF]	HOMESTEAD ARB (KHST)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis 1 mile, CAT C RVR 60 and vis 1¼ miles, and CAT DE vis to 1½ mile.
** Circling not authorized in NW quadrant.

SALS A2

MISSED APPROACH: Climb to 1500 proceed RYDOM via HST R-233 and hold as published.

ATIS ★	HOMESTEAD APP CON	HOMESTEAD TOWER	GND CON	CLNC DEL
132.275 269.9	123.8 257.675	133.45 279.55	121.75 275.8	275.8

CAUTION: Heliport and Stadium 2.2 NM from departure end RWY 23 (Stadium may be lit after dark).

CAUTION: Unmarked and lighted balloon and cable to 14,000 in R-2916 77 NM SW of Homestead ARB.

IAF
CAHOO
HST 5 DME
N25°32.47′
W80°18.72′

HOMESTEAD
Chan 19 HST

HST 10

R-051

231°

051°

Max holding 265 KIAS

370 368 328 160 1849 86 7 93 93 157 163 413 280

RYDOM HST 16

Max holding alt 6000

Min holding alt 1500

R-233

089

053°

233°

Max holding 265 KIAS

HST 21

10 NM

Holding in turbulent air at or below 4000 feet at RYDOM not authorized.

EMERG SAFE ALT 100 NM 15,100

MSA HST 2.5 NM
180°
1900
2900
340°

1500

RYDOM HST 16

CAHOO 5

051° 3000

231° 1500

TACAN

TURKE 1.2

2.2

1200

2.50°
TCH 50

.5 3.8 NM

ELEV 5

TDZE 6

A2

23

177 191

11,201 x 300

231° to TACAN

A1

5

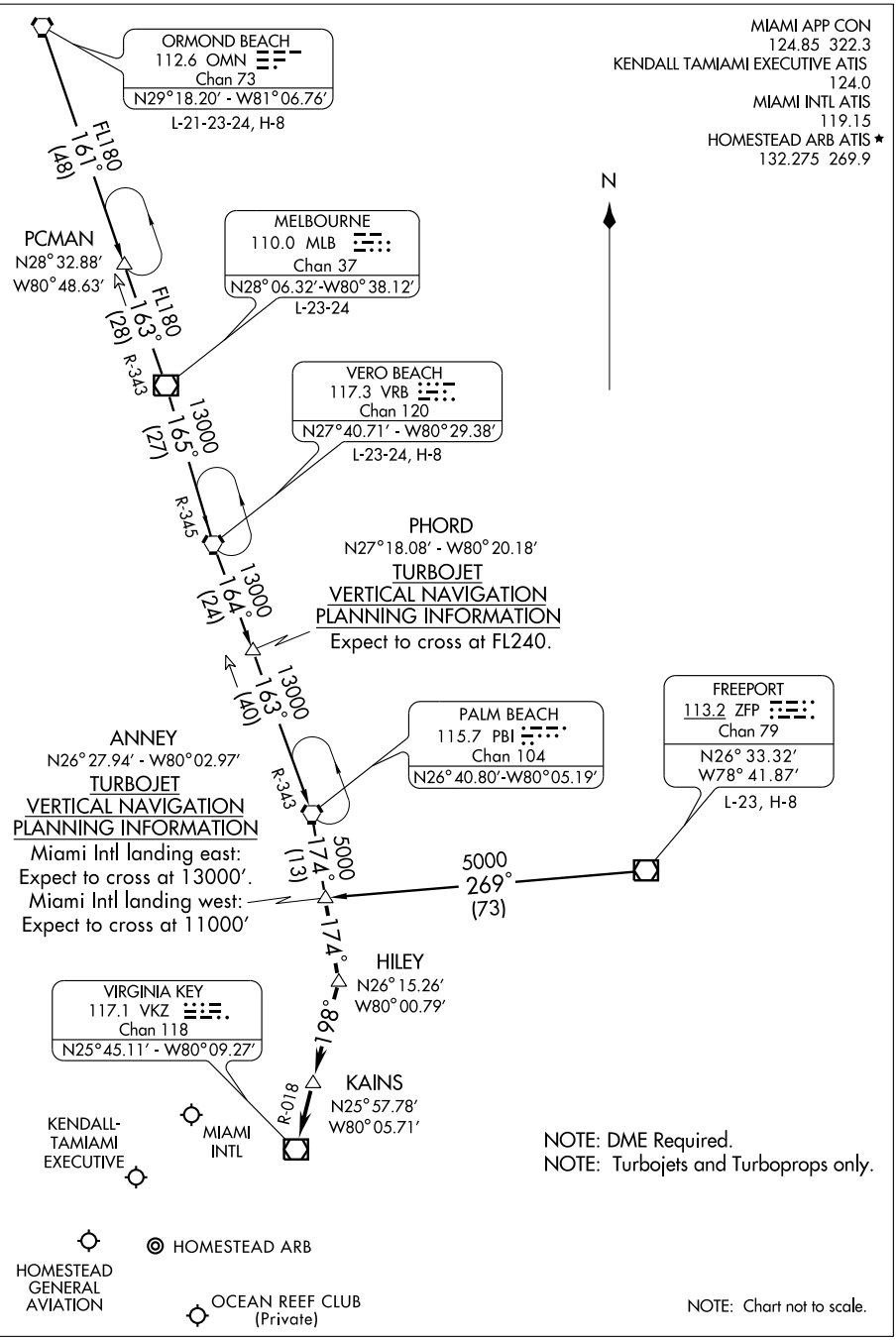
HIRL Rwy 5-23

CATEGORY	A	B	C	D	E
S-23 *	440/40 434 (500-¾)		440/50 434 (500-1)	440/60 434 (500-1¼)	
CIRCLING**	520-1 515 (600-1)		520-1½ 515(600-1½)	560-2 555 (600-2)	780-2¾ 775(800-2¾)

SE-3, 03 JUN 2010 to 01 JUL 2010

ANNEY ONE ARRIVAL

MIAMI, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

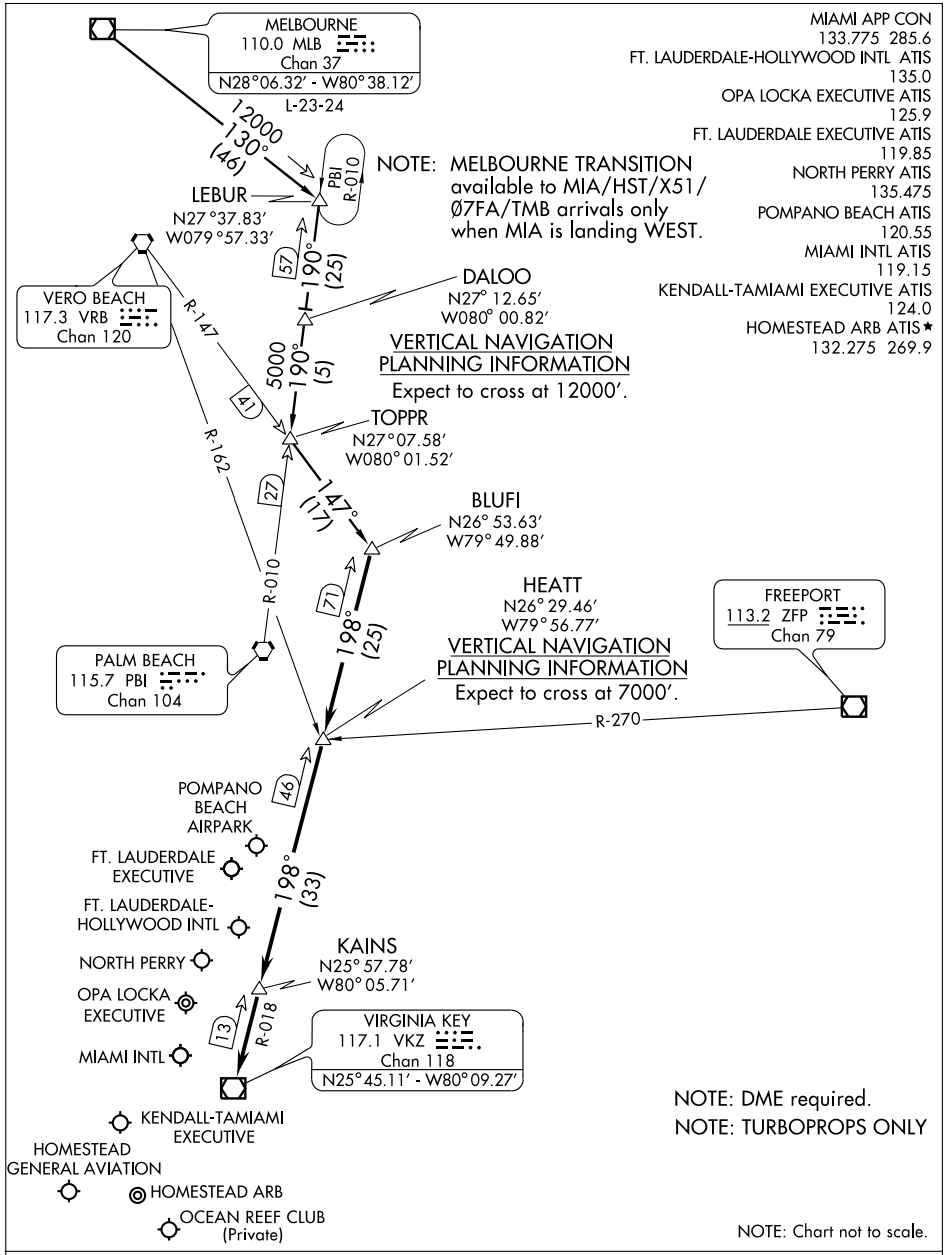
ANNEY ONE ARRIVAL (ANNEY.ANNEY1)

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 03 JUN 2010 to 01 JUL 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

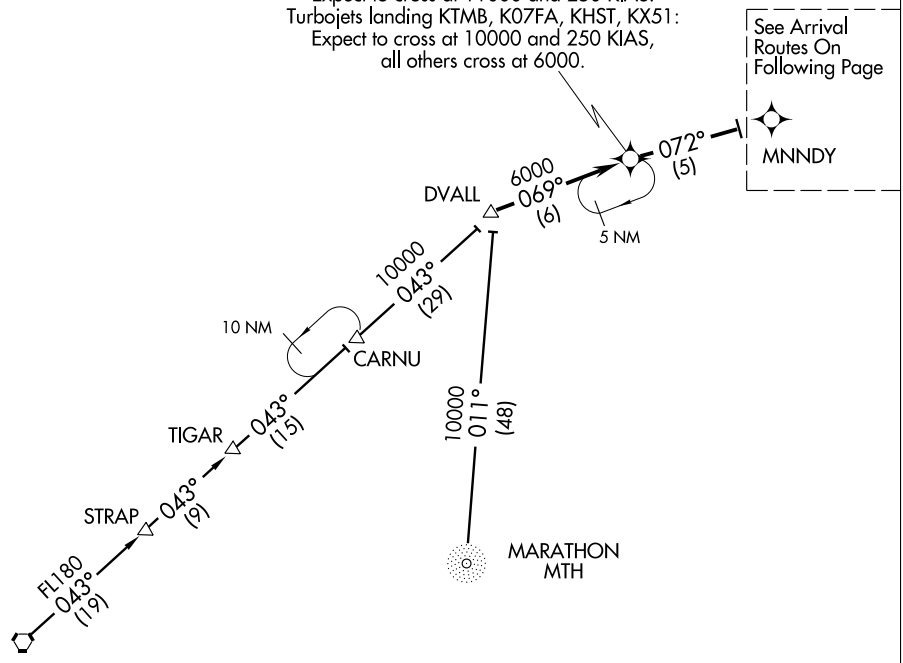
CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.

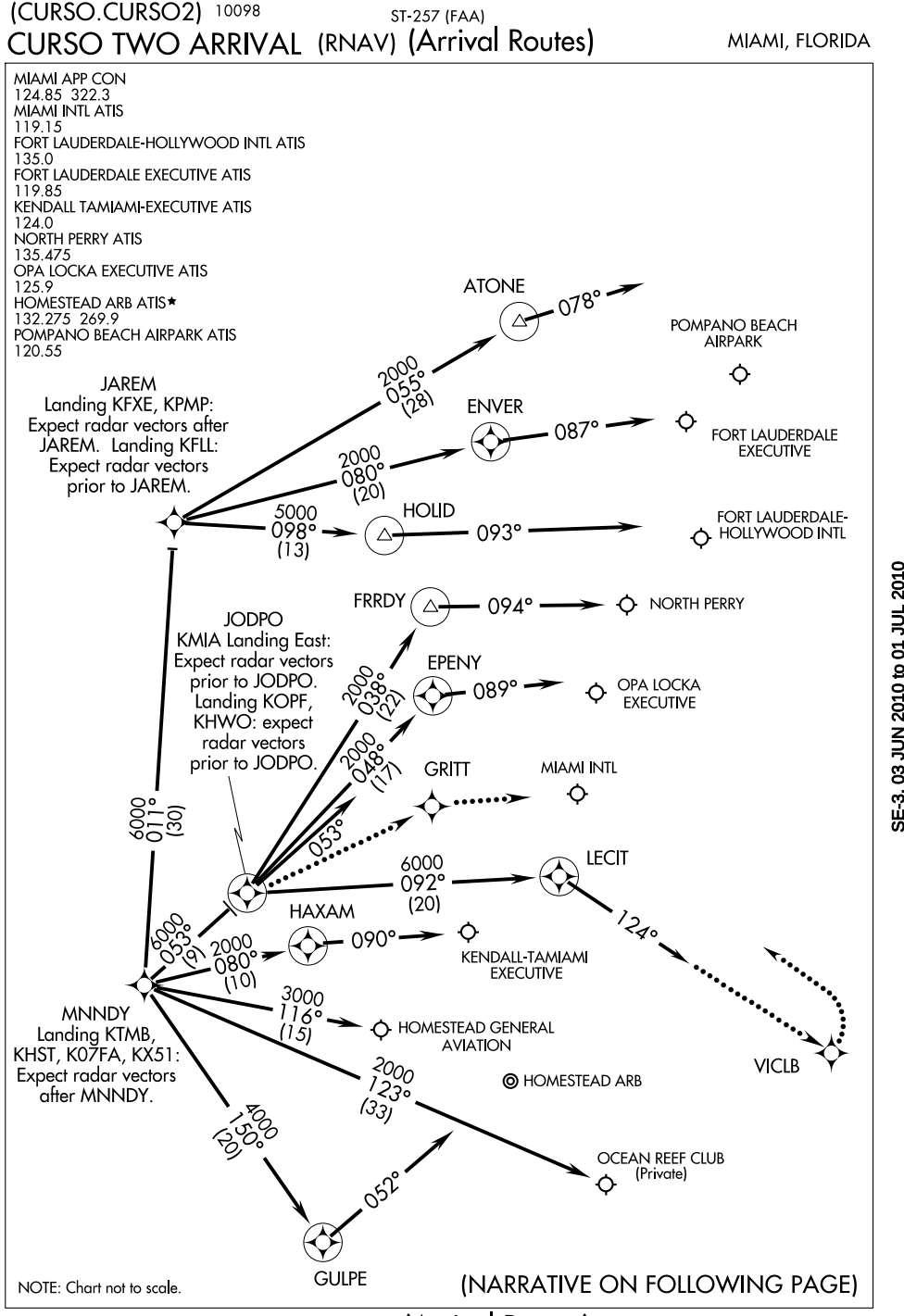


NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

CURSO TWO ARRIVAL (RNAV) (Arrival Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

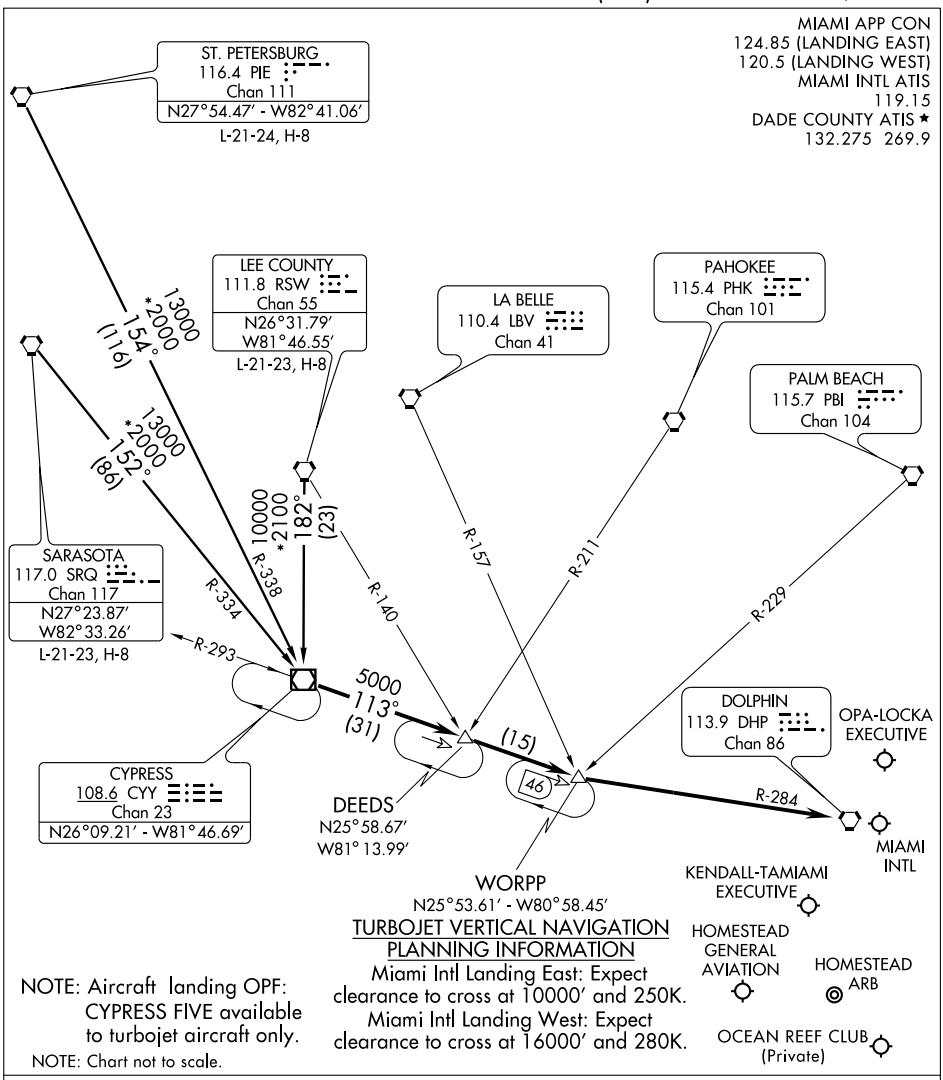
KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

CYPRESS FIVE ARRIVAL

ST-257 (FAA)

MIAMI, FLORIDA



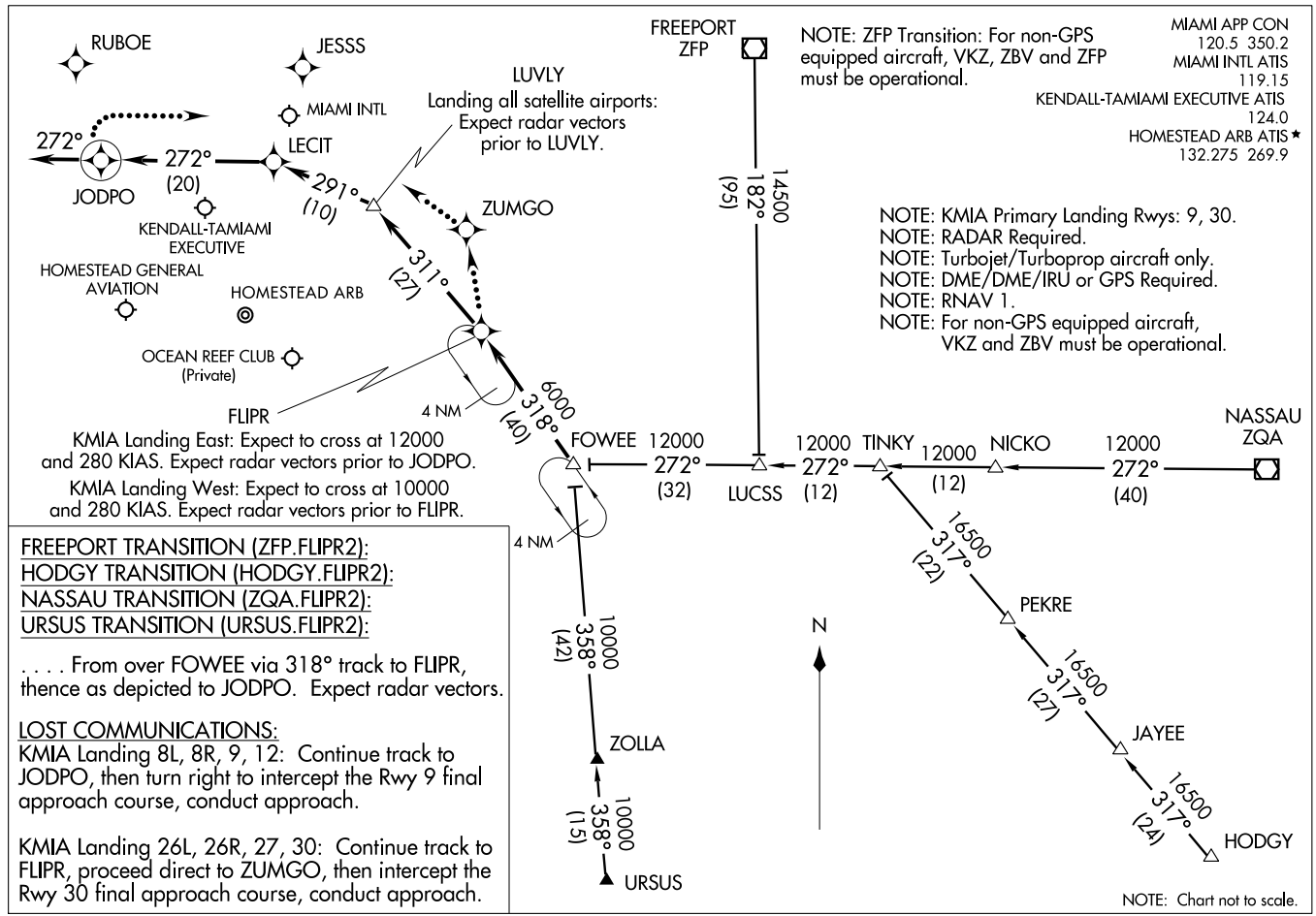
LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

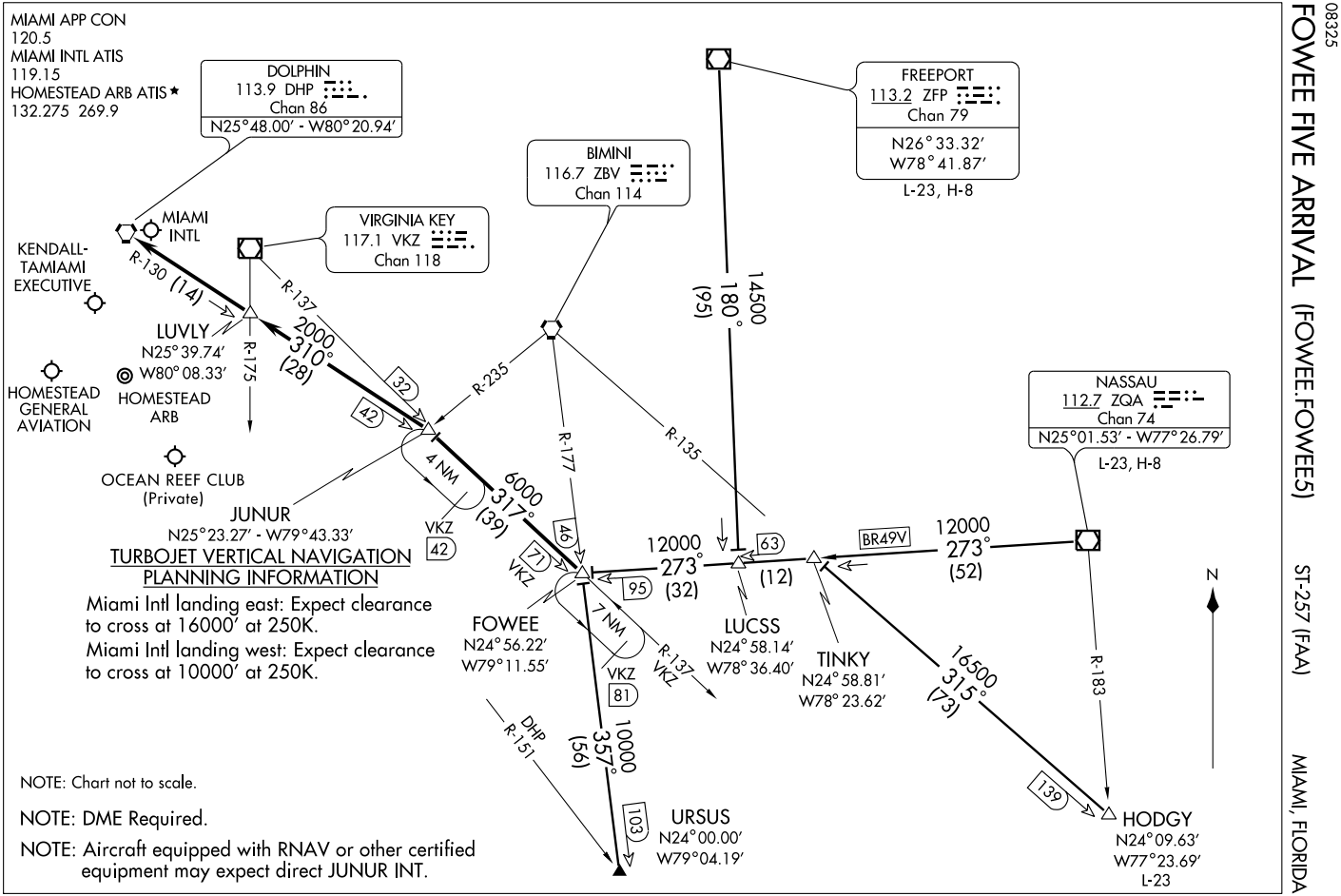
SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 03 JUN 2010 to 01 JUL 2010


FLIPR TWO ARRIVAL (RNAV)
(FLIPR.FLIPR2) 10098
SI-257 (FAA)
MIAMI, FLORIDA
MIAMI APP CON
120.5 350.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9
NOTE: ZFP Transition: For non-GPS equipped aircraft, VKZ, ZBV and ZFP must be operational.
NOTE: KMIA Primary Landing Rwys: 9, 30.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft, VKZ and ZBV must be operational.
RUBOE
JESSS
MIAMI INTL
LECIT
JODPO
272°
272°
(20)
291°
(10)
LUVLY
Landing all satellite airports:
Expect radar vectors prior to LUVLY.
ZUMGO
311°
(27)
KENDALL-TAMIAMI EXECUTIVE
HOMESTEAD GENERAL AVIATION
HOMESTEAD ARB
OCEAN REEF CLUB
(Private)
FLIPR
4 NM
6000
318°
(40)
KMIA Landing East: Expect to cross at 12000 and 280 KIAS. Expect radar vectors prior to JODPO.
KMIA Landing West: Expect to cross at 10000 and 280 KIAS. Expect radar vectors prior to FLIPR.
FREEPORT
ZFP
14500
182°
(95)
FOWEE
12000
272°
(32)
LUCSS
12000
272°
(12)
TINKY
12000
NICKO
12000
272°
(40)
NASSAU
ZQA
4 NM
10000
358°
(42)
ZOLLA
10000
358°
(15)
URSUS
16500
317°
(22)
PEKRE
16500
317°
(27)
JAYEE
16500
317°
(24)
HODGY
N
NOTE: Chart not to scale.
FREEPORT TRANSITION (ZFP.FLIPR2):
HODGY TRANSITION (HODGY.FLIPR2):
NASSAU TRANSITION (ZQA.FLIPR2):
URSUS TRANSITION (URSUS.FLIPR2):
. . . . From over FOWEE via 318° track to FLIPR, thence as depicted to JODPO. Expect radar vectors.
LOST COMMUNICATIONS:
KMIA Landing 8L, 8R, 9, 12: Continue track to JODPO, then turn right to intercept the Rwy 9 final approach course, conduct approach.
KMIA Landing 26L, 26R, 27, 30: Continue track to FLIPR, proceed direct to ZUMGO, then intercept the Rwy 30 final approach course, conduct approach.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Miami Intl landing east: Expect clearance to cross at 16000′ at 250K.

Miami Intl landing west: Expect clearance to cross at 10000′ at 250K.

NOTE: Chart not to scale.

NOTE: DME Required.

NOTE: Aircraft equipped with RNAV or other certified equipment may expect direct JUNUR INT.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .

URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

FREEPORT TRANSITION (ZFP.HILEY2):
JORAY TRANSITION (JORAY.HILEY2):
ORMOND BEACH TRANSITION (OMN.HILEY2):
. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.
KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN
FL240 166° (48)
14 NM
PCMAN
FL240 166° (28)
MELBOURNE MLB
FL180 168° (27)
165° 345°
VERO BEACH VRB
13000 165° (24)
PHORD
5000 165° (40)
PALM BEACH PBI
5 NM
5000 176° (13)
ANNEY
KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.
5000 176° (13)
6000 229° (11)
BOYUR
HILEY
5000 199° (18)
CIMBA
JESSS
271° RUBOE
271° (31)
255° (6)
243° (5)
KAINS
HOXIL
MIAMI INTL
JODPO
LECIT
KENDALL-TAMIAMI EXECUTIVE
HOMESTEAD ARB
HOMESTEAD GENERAL AVIATION
OCEAN REEF CLUB (Private)

12 NM
JORAY
FL180 200° (74)
OSOGY
FL180 200° (30)
ENVOY
10000 212° (9)
FREEPORT ZFP
YOSSI
10000 274° (50)
10000 242° (7)
063° 243°
10000 243° (9)
MILSY
KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.
NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

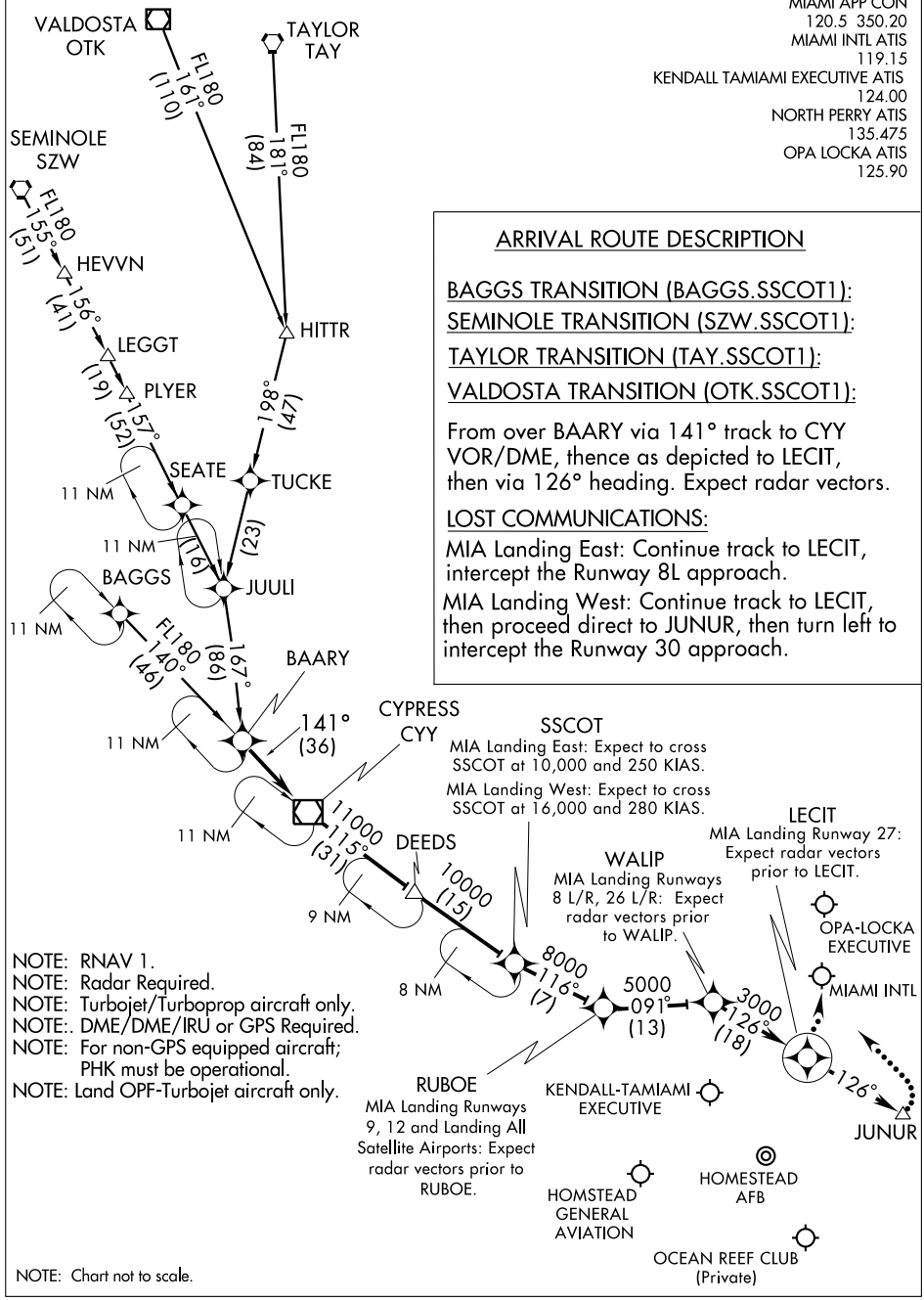
(SSCOT.SSCOT1) 08325

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA

MIAMI APP CON
120.5 350.20
MIAMI INTL ATIS
119.15
KENDALL TAMIAMI EXECUTIVE ATIS
124.00
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.90



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5000
CH 99713	093°	TDZE	37
W09A		Apt Elev	37

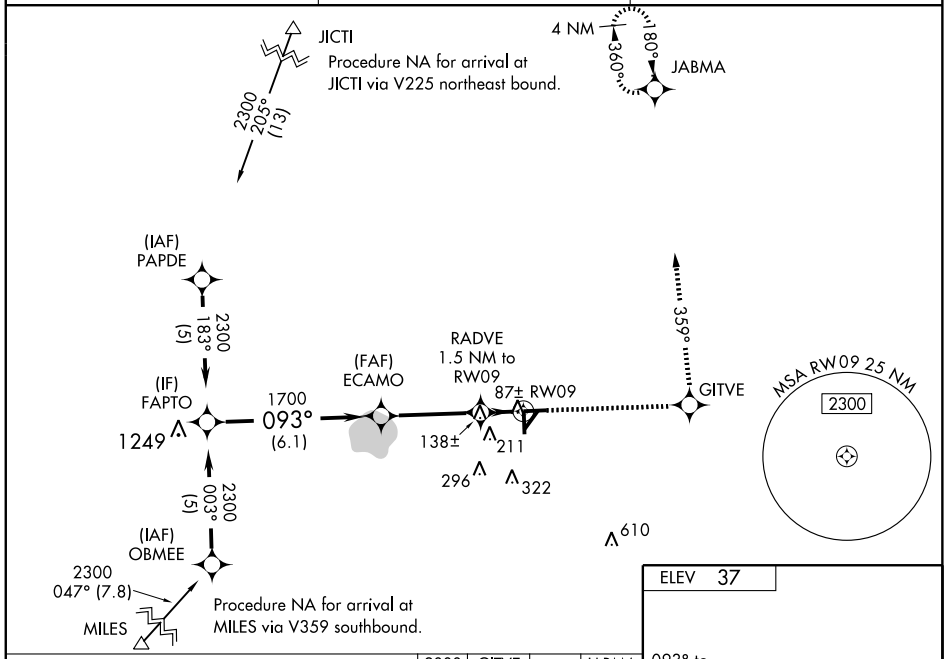
RNAV (GPS) RWY 9

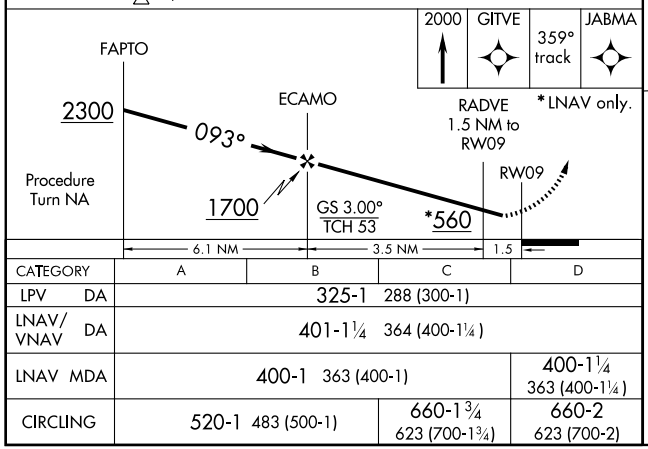
IMMOKALEE RGNL (IMM)

T
A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase LPV DA 48 feet, LNAV/VNAV DA 125 feet and all MDA 60 feet; increase LPV all Cats, LNAV Cat C and Circling Cat C/D visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. Straight-in/Circling to Rwy 9 NA at night. Circling to Rwy 18 NA at night.

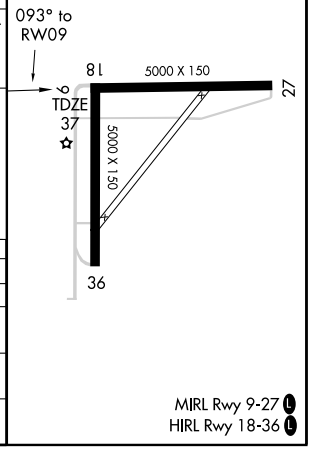
MISSED APPROACH: Climb to 2000 direct GITVE and via track 359° to JABMA and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L





* LNAV only.



CATEGORY	A	B	C	D
LPV DA	325-1 288 (300-1)			
LNAV/VNAV DA	401-1¼ 364 (400-1¼)			
LNAV MDA	400-1 363 (400-1)			400-1¼ 363 (400-1¼)
CIRCLING	520-1 483 (500-1)		660-1¾ 623 (700-1¾)	660-2 623 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5000
CH 63213	183°	TDZE	36
W18A		Apt Elev	37

RNAV (GPS) RWY 18

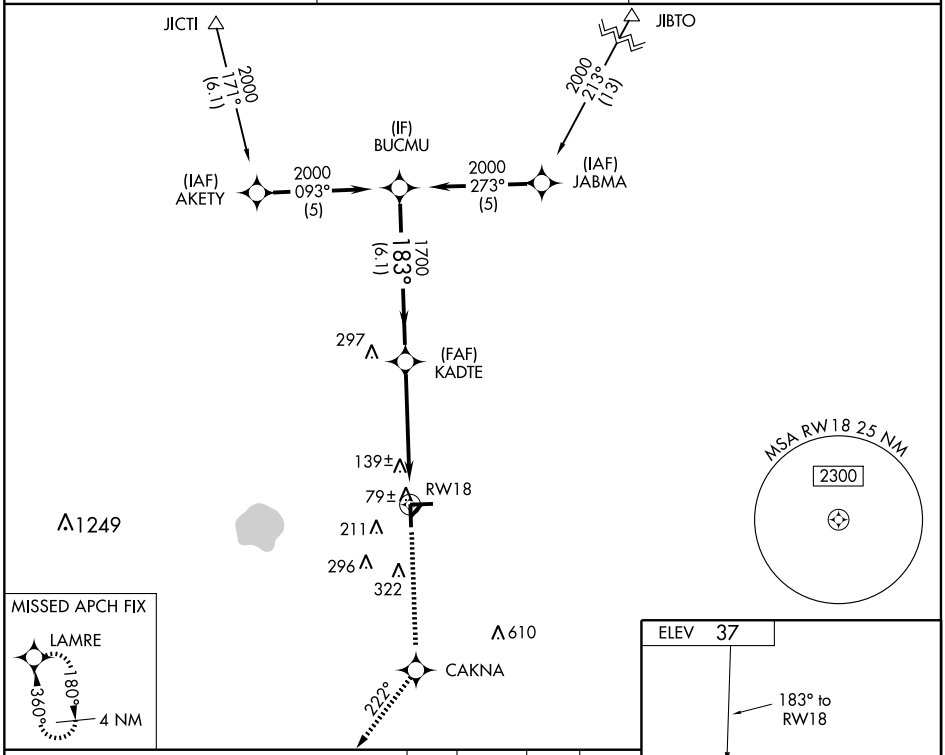
IMMOKALEE RGNL (IMM)

T NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LNAV Cat C and Circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. Straight-in/Circling to Rwy 18 NA at night. Circling to Rwy 9 NA at night.

MISSED APPROACH: Climb to 2000 direct CAKNA and via track 222° to LAMRE and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	286-1	250 (300-1)		
LNAV/VNAV DA	380-1¼	344 (400-1¼)		
LNAV MDA	400-1	364 (400-1)		400-1¼ 364 (400-1¼)
CIRCLING	520-1	483 (500-1)	660-1¾ 623 (700-1¾)	660-2 623 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L

SE-3, 03 JUN 2010 to 01 JUL 2010

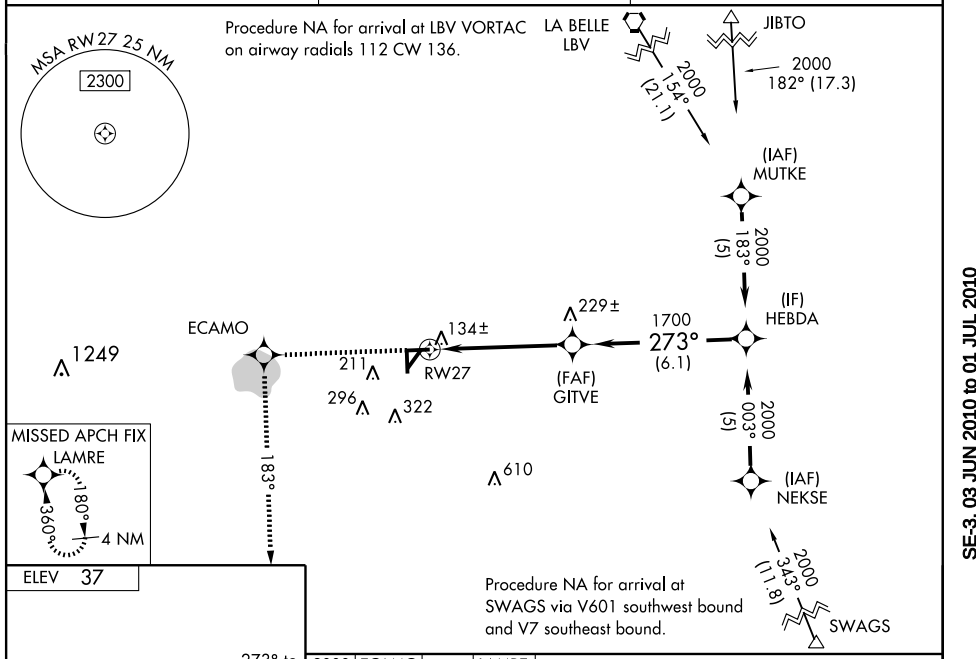
WAAS	APP CRS	Rwy Idg	5000
CH 69613	273°	TDZE	35
W27A		Apt Elev	37

RNAV (GPS) RWY 27
IMMOKALEE RGNL (IMM)

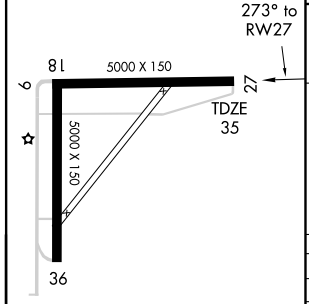
T
A NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. Straight-in/Circling to Rwy 27 NA at night. Circling to Rwys 9 and 18 NA at night.

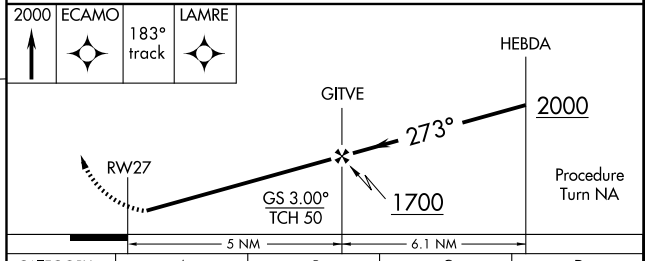
MISSED APPROACH: Climb to 2000 direct ECAMO and via track 183° to LAMRE and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L



ELEV 37





CATEGORY	A	B	C	D
LPV DA	285-1 250 (300-1)			
LNAV/VNAV DA	404-1¼ 369 (400-1¼)			
LNAV MDA	400-1 365 (400-1)			400-1¼ 365 (400-1¼)
CIRCLING	520-1 483 (500-1)		660-1¾ 623 (700-1¾)	660-2 623 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 73013 W36A	APP CRS 003°	Rwy Idg 5000 TDZE 34 Apt Elev 37

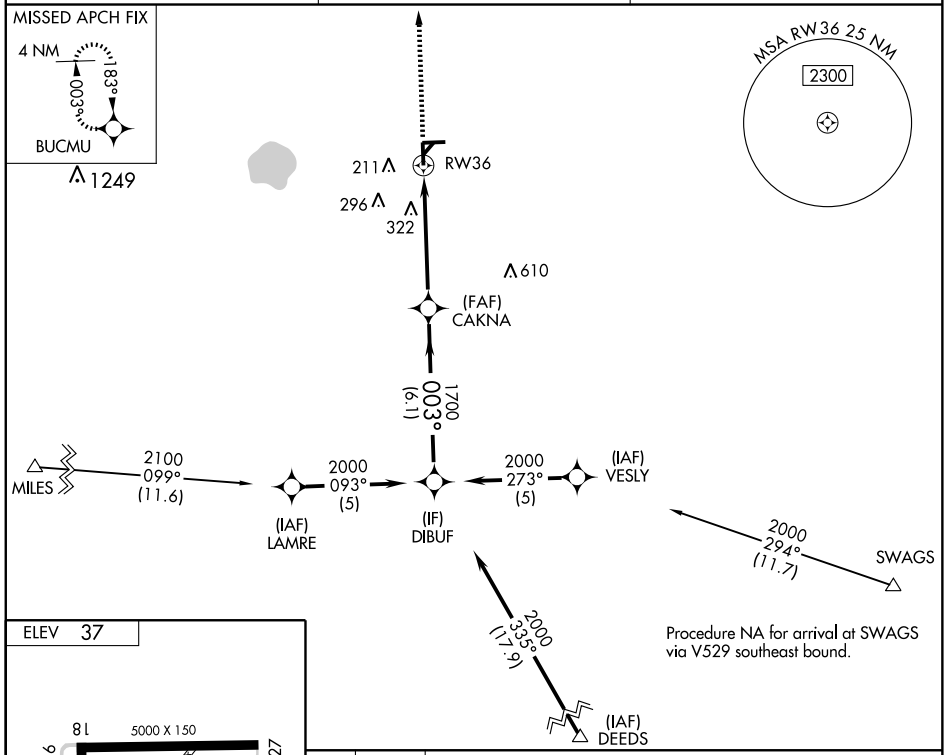
RNAV (GPS) RWY 36

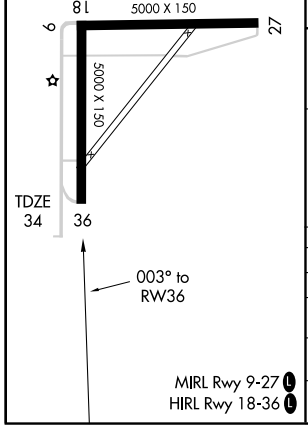
IMMOKALEE RGNL (IMM)

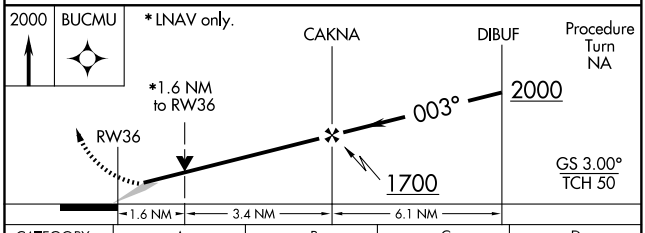
T NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 48 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cat C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Southwest Florida Intl altimeter setting. Circling to Rwys 9 and 18 NA at night.

MISSED APPROACH: Climb to 2000 direct BUCMU and hold.

AWOS-3	FORT MYERS APP CON *	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		284-¾	250 (300-¾)	
LNAV/VNAV DA		662-2¼	628 (700-2¼)	
LNAV MDA	580-1	546 (600-1)	580-1½ 546 (600-1½)	580-1¾ 546 (600-1¾)
CIRCLING	580-1	543 (600-1)	660-1¾ 623 (700-1¾)	660-2 623 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC LBV 110.4 Chan 41	APP CRS 181°	Rwy Idg 5000 TDZE 36 Apt Elev 37

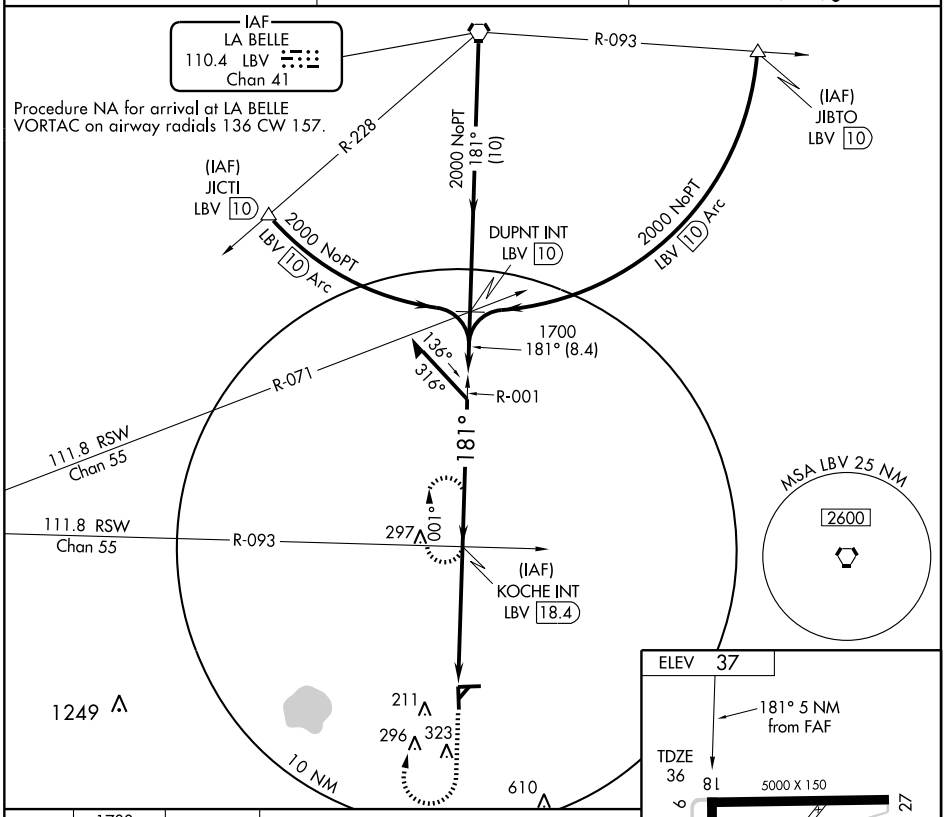
VOR RWY 18

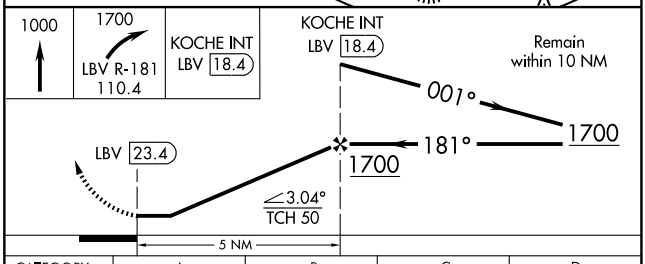
IMMOKALEE RGNL (IMM)

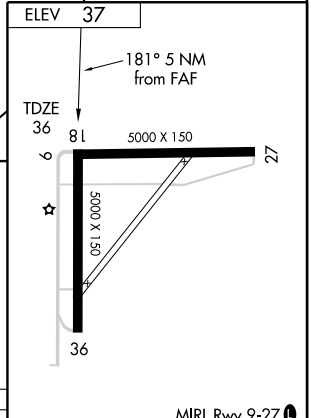
T NA — Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all MDA 60 feet; increase Circling Cat C/D visibility ¼ mile. Straight-in/Circling to Rwy 18 NA at night. Circling to Rwy 9 NA at night.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 via LBV VORTAC R-181 to KOCHE INT/LBV 18.4 DME and hold.

AWOS-3	FORT MYERS APP CON ★	UNICOM
118.525	119.75 327.8	122.9 (CTAF) L







MIRL Rwy 9-27 L
HIRL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	560-1 524 (600-1)	560-1¼ 524 (600-1¼)	560-1½ 524 (600-1½)	560-1¾ 524 (600-1¾)
CIRCLING	560-1 523 (600-1)	560-1¼ 523 (600-1¼)	660-1¾ 623 (700-1¾)	660-2 623 (700-2)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

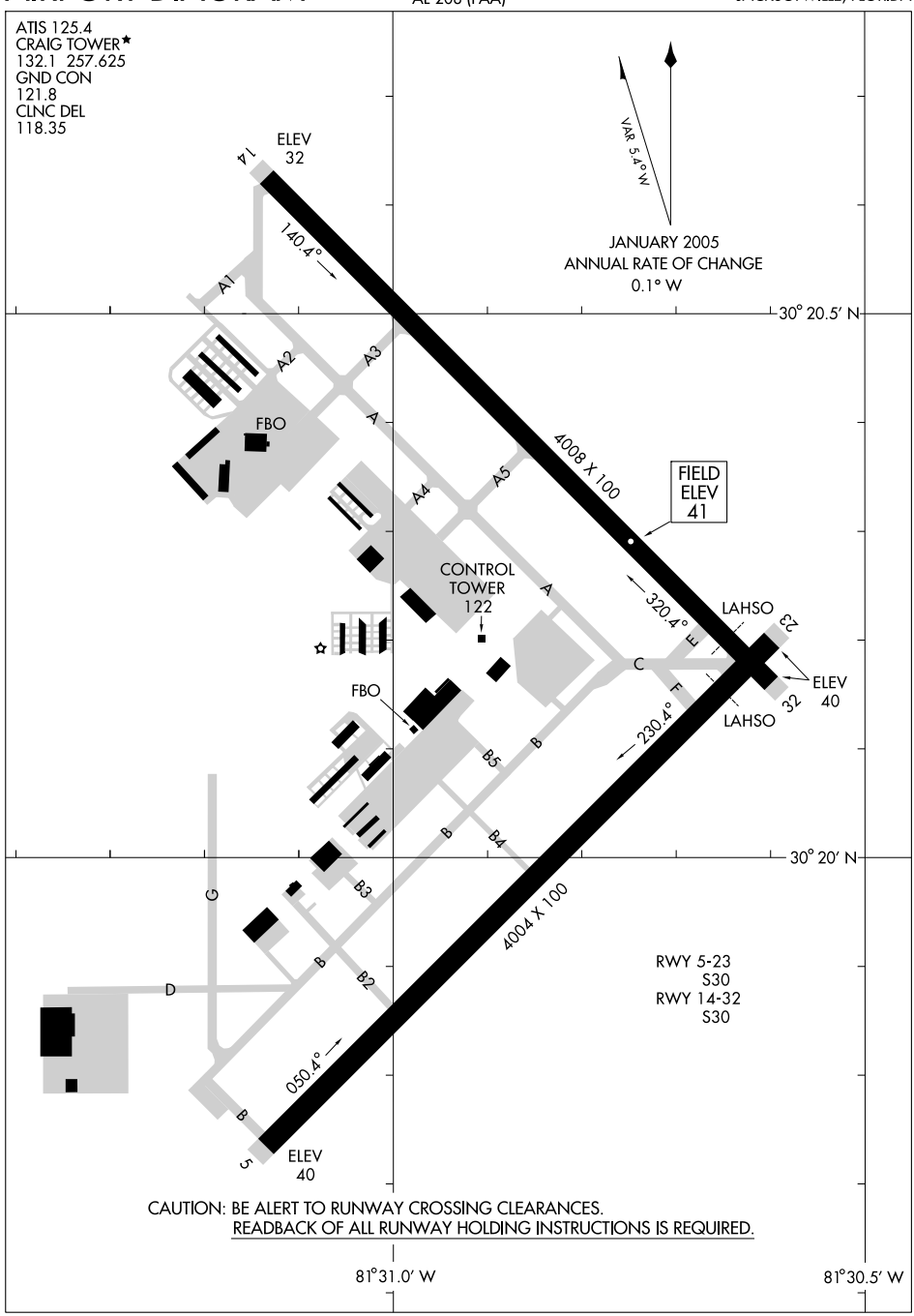
SE-3. 03 JUN 2010 to 01 JUL 2010

07354

AIRPORT DIAGRAM

AL-208 (FAA)

JACKSONVILLE/CRAIG MUNI (CRG)
JACKSONVILLE, FLORIDA



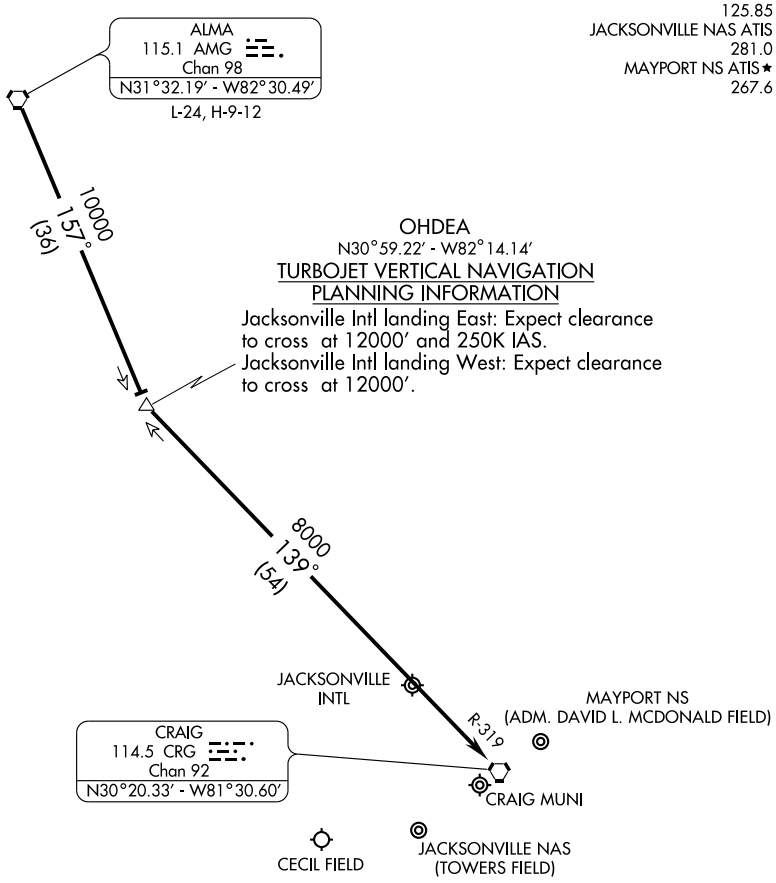
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 03 JUN 2010 to 01 JUL 2010

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

JACKSONVILLE, FLORIDA

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS★
267.6



NOTE: DME Required.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

LOC I-CRG	APP CRS	Rwy Idg	4008
111.7	319°	TDZE	41
		Apt Elev	41

ILS or LOC RWY 32

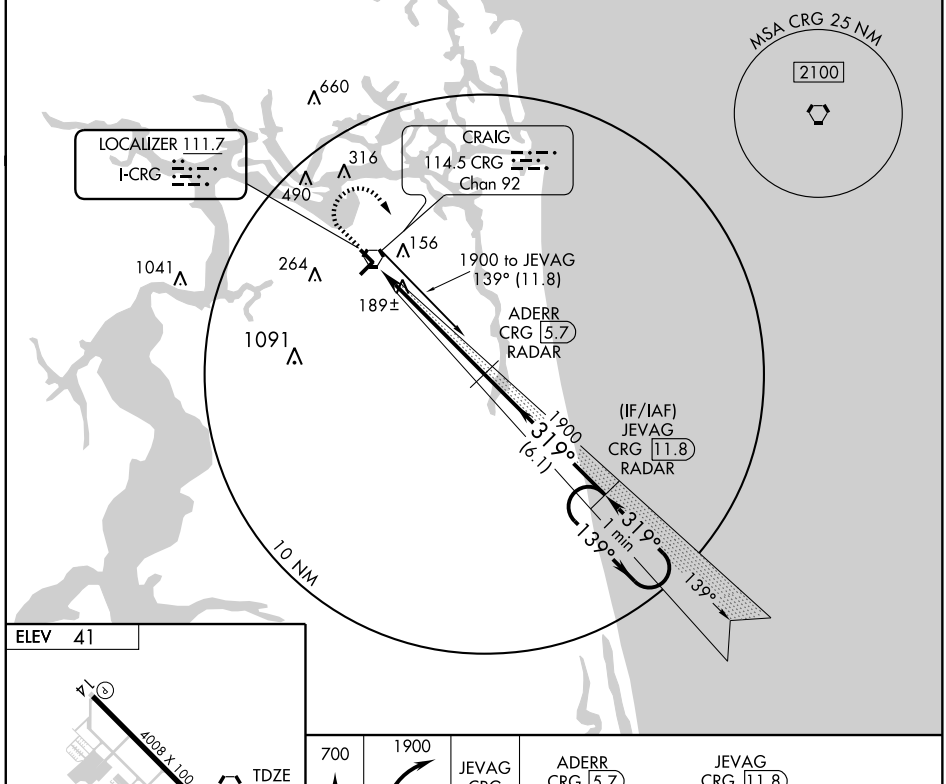
JACKSONVILLE/CRAIG MUNI (CRG)

When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA to 273, all MDA 40 feet and increase S-LOC Cats. C and D visibility ¼ mile. ASR DME or RADAR REQUIRED.

MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 1900 via CRG VORTAC R-139 to JEVAG/CRG 11.8 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95



MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwy 23 L
REIL Rwy 14

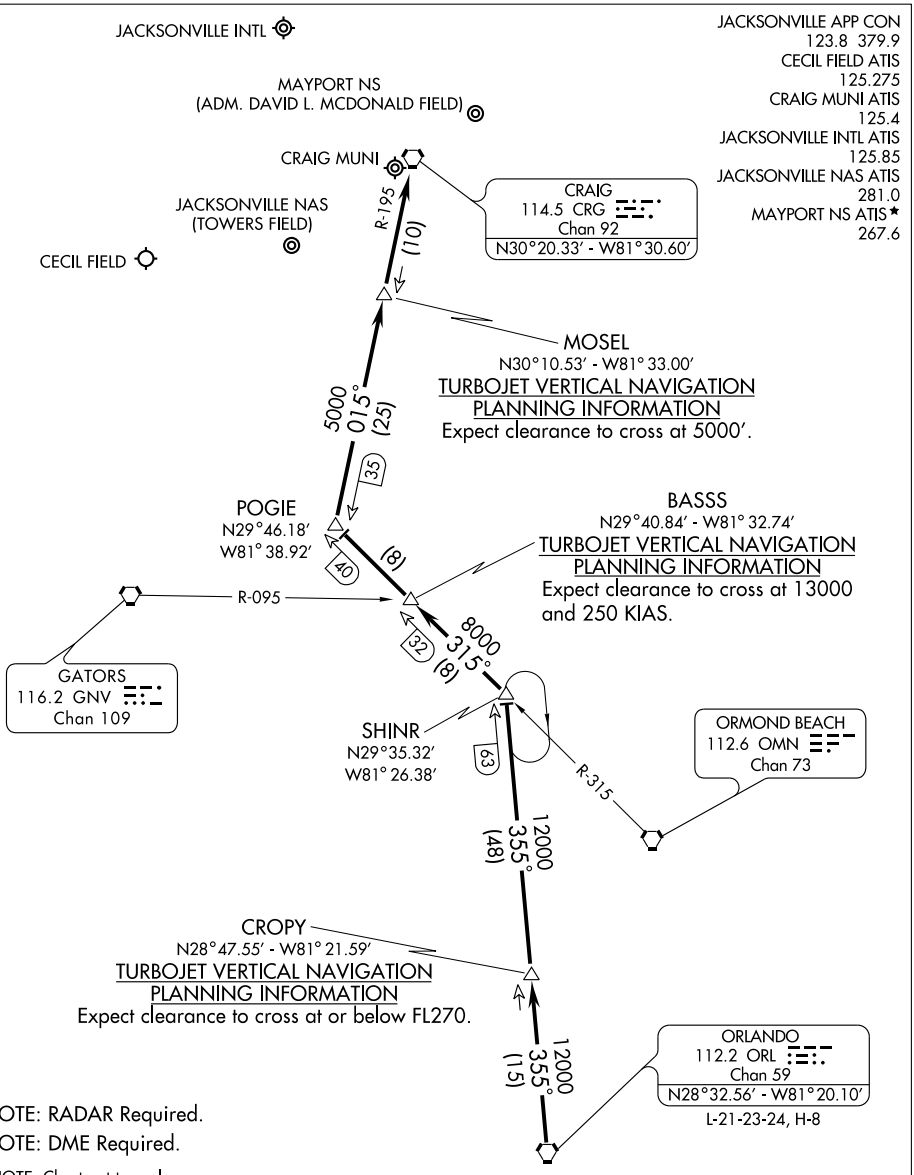
FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-ILS 32	241-½ 200 (200-½)			
S-LOC 32	440-½ 399 (400-½)			440-¾ 399 (400-¾)
CIRCLING	500-1 459 (500-1)	580-1 539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4008
133°	TDZE	41
	Apt Elev	41

RNAV (GPS) RWY 14

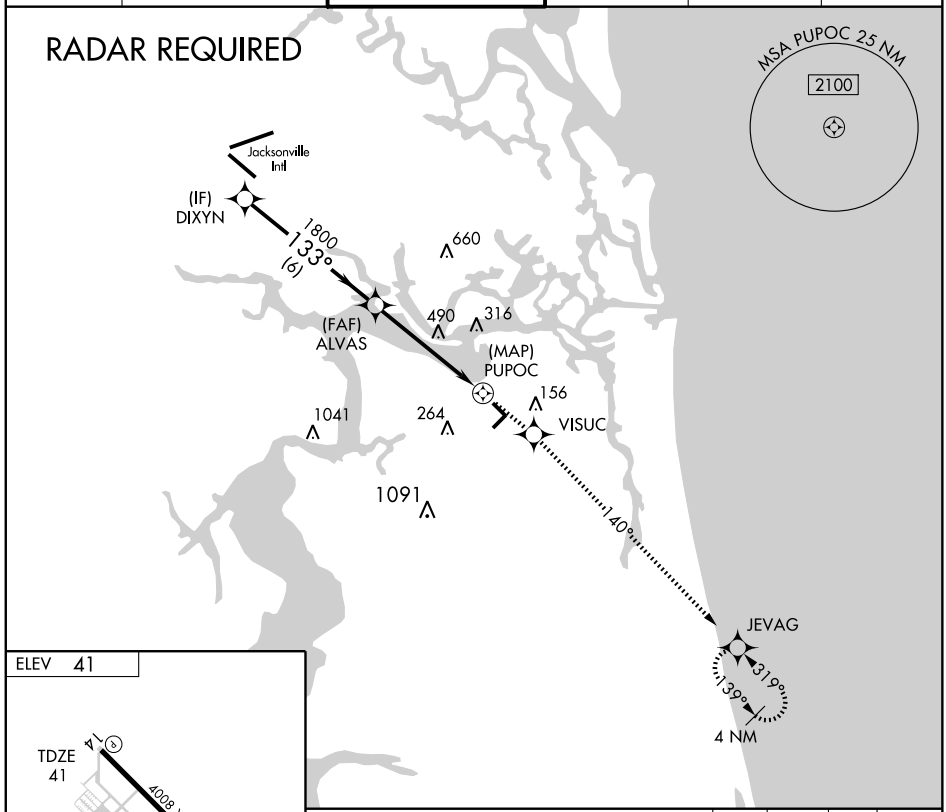
JACKSONVILLE/CRAIG MUNI (CRG)

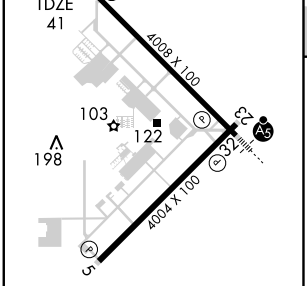
ASR When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

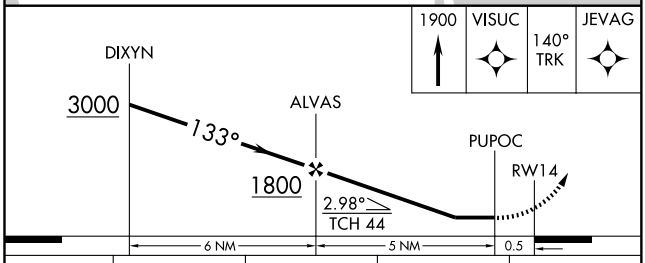
MISSED APPROACH: Climb to 1900 direct VISUC then via 140° track to JEVAG and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D
LNAV MDA	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2¼ 759 (800-2¼)	800-2½ 759 (800-2½)
CIRCLING	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2¼ 759 (800-2¼)	800-2½ 759 (800-2½)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwy 23 L
REIL Rwy 14

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 57901 W32A	APP CRS 319°	Rwy Idg 4008 TDZE 41 Apt Elev 41

RNAV (GPS) RWY 32

JACKSONVILLE/CRAIG MUNI (CRG)

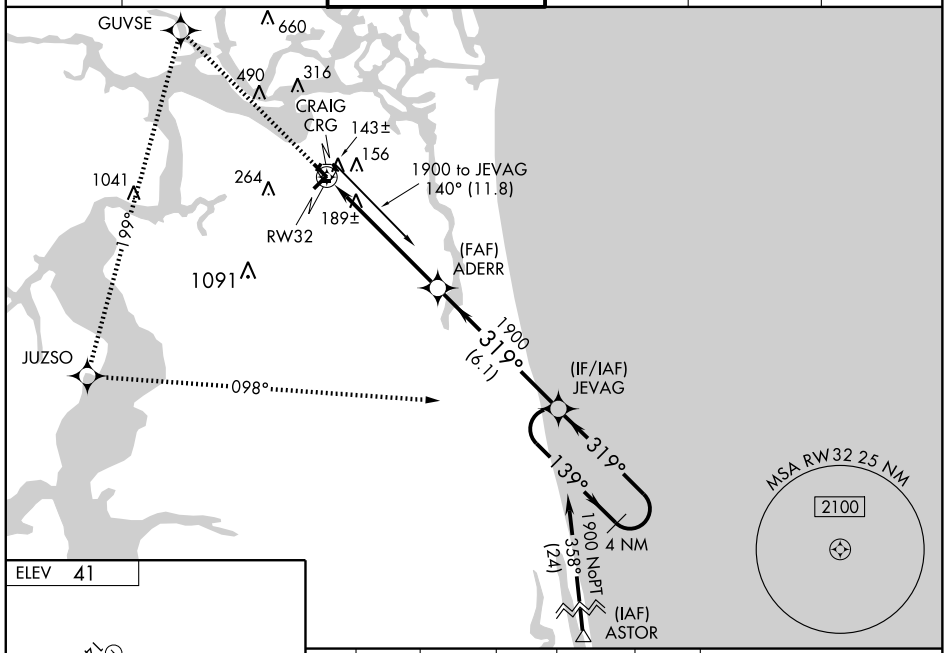
ASR

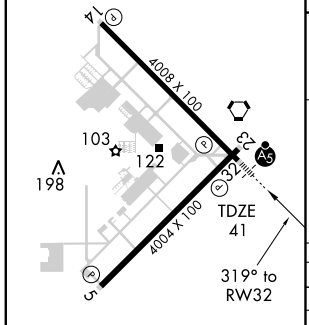
Baro-VNAV NA when using Jacksonville Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 49° C (120° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet, LNAV/VNAV all Cats. and LNAV Cat. C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼. For inoperative MALSR when using Jacksonville Intl altimeter setting, increase LNAV/VNAV all Cats. visibility to 1¾ and LNAV Cat. C visibility to 1¼. VDP NA when using Jacksonville Intl altimeter setting.

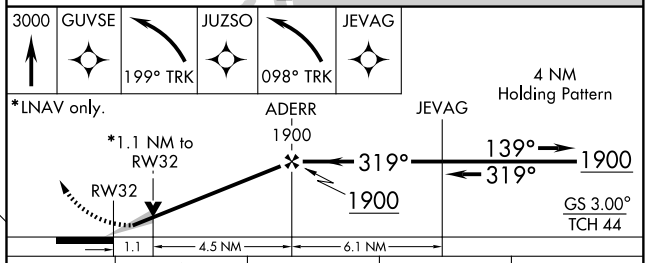
MALSR

MISSED APPROACH: Climb to 3000 direct GUVSE and left turn via 199° track to JUZSO and left turn via 098° track to JEVAG and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95







CATEGORY	A	B	C	D
LPV DA	241-½ 200 (200-½)			
LNAV/VNAV DA	479-1 438 (500-1)			
LNAV MDA	440-½ 399 (400-½)			440-1 399 (400-1)
CIRCLING	500-1 459 (500-1)	580-1 539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)

MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwy 23 L
REIL Rwy 14

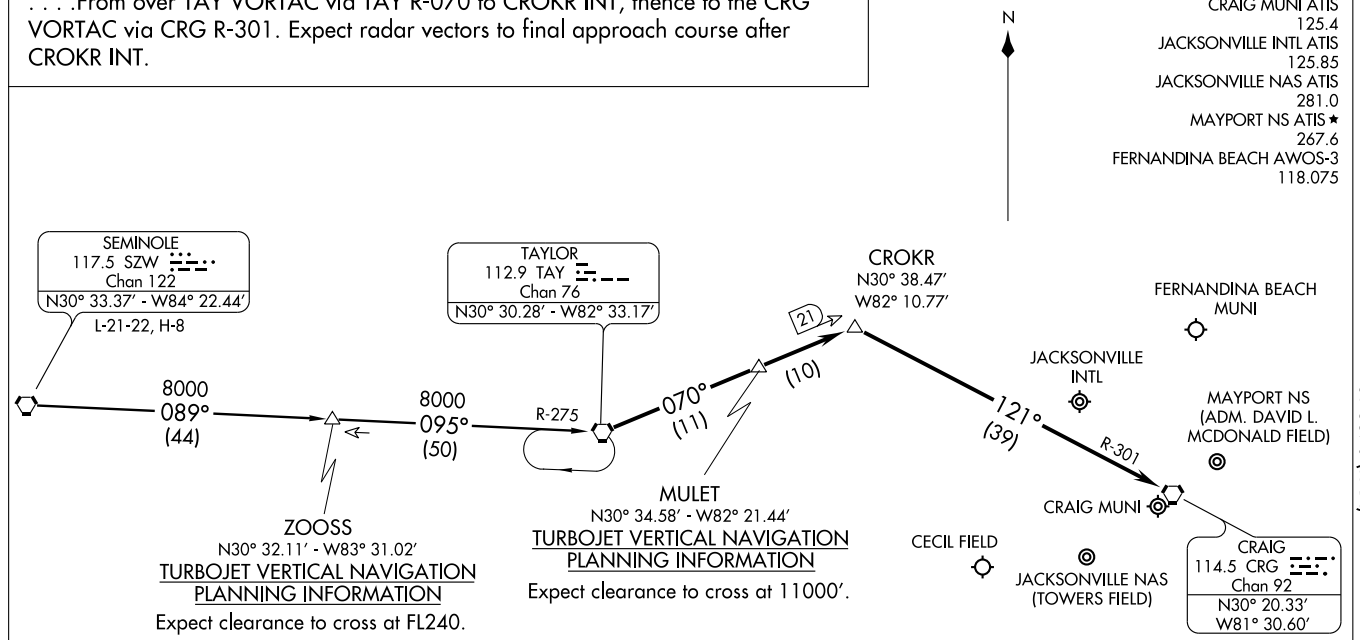
SE-3, 03 JUN 2010 to 01 JUL 2010

TAYLOR TWO ARRIVAL (TAY.TAY2)

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

NOTE: Chart not to scale.

VORTAC CRG	APP CRS	Rwy Idg	4008
114.5	330°	TDZE	41
Chan 92		Apt Elev	41

VOR/DME RWY 32

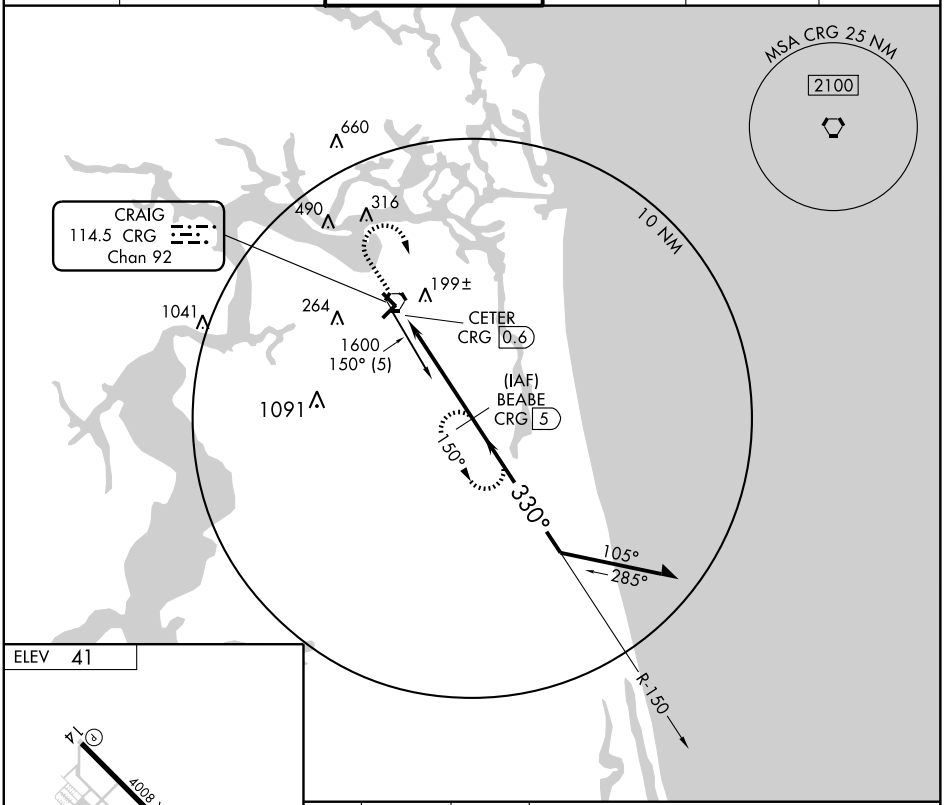
JACKSONVILLE/CRAIG MUNI (CRG)

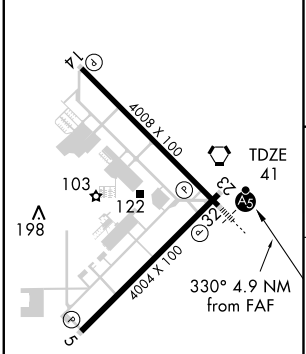
When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 40 feet.
For inoperative MALSR, increase S-32 Cat. D visibility to 1¼ miles.
ASR VDP NA when using Jacksonville Intl altimeter setting.

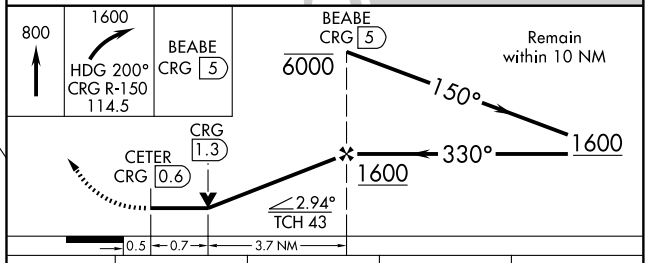
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 1600 via heading 200° and CRG VORTAC R-150 to BEABE/CRG 5 DME and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95







MIRL Rwy 5-23 L
HIRL Rwy 14-32 L
REIL Rwy 23 L
REIL Rwy 14

CATEGORY	A	B	C	D
S-32	460-½ 419 (500-½)		460-¾ 419 (500-¾)	460-1 419 (500-1)
CIRCLING	500-1 459 (500-1)	580-1 539 (600-1)	580-1½ 539 (600-1½)	600-2 559 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC CRG	APP CRS	Rwy Idg	4008
114.5	132°	TDZE	41
Chan 92		Apt Elev	41

VOR RWY 14

JACKSONVILLE/CRAIG MUNI (CRG)

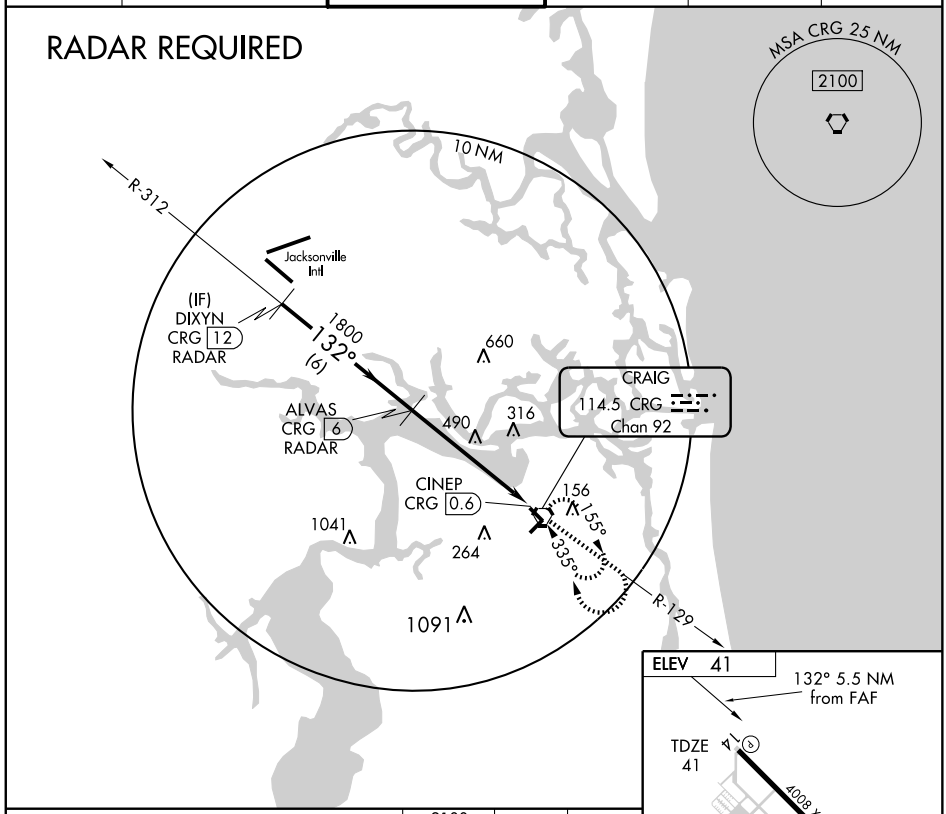
ASR

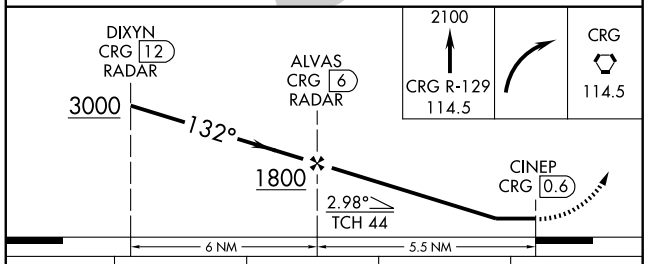
When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 40 feet.
DME or RADAR REQUIRED.

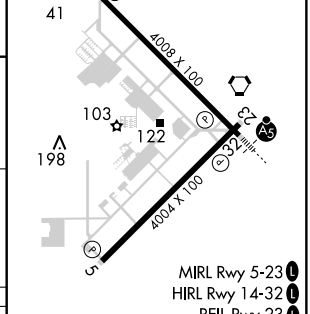
MISSED APPROACH: Climb to 2100 via CRG VORTAC R-129 then right turn direct CRG VORTAC and hold.

ATIS	JACKSONVILLE APP CON	CRAIG TOWER ★	GND CON	CLNC DEL	UNICOM
125.4	124.9 308.4	132.1(CTAF) L 257.625	121.8	118.35	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D
S-14	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2¼ 759 (800-2¼)	800-2½ 759 (800-2½)
CIRCLING	800-1 759 (800-1)	800-1¼ 759 (800-1¼)	800-2¼ 759 (800-2¼)	800-2½ 759 (800-2½)

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
249°	TDZE	87
	Apt Elev	87

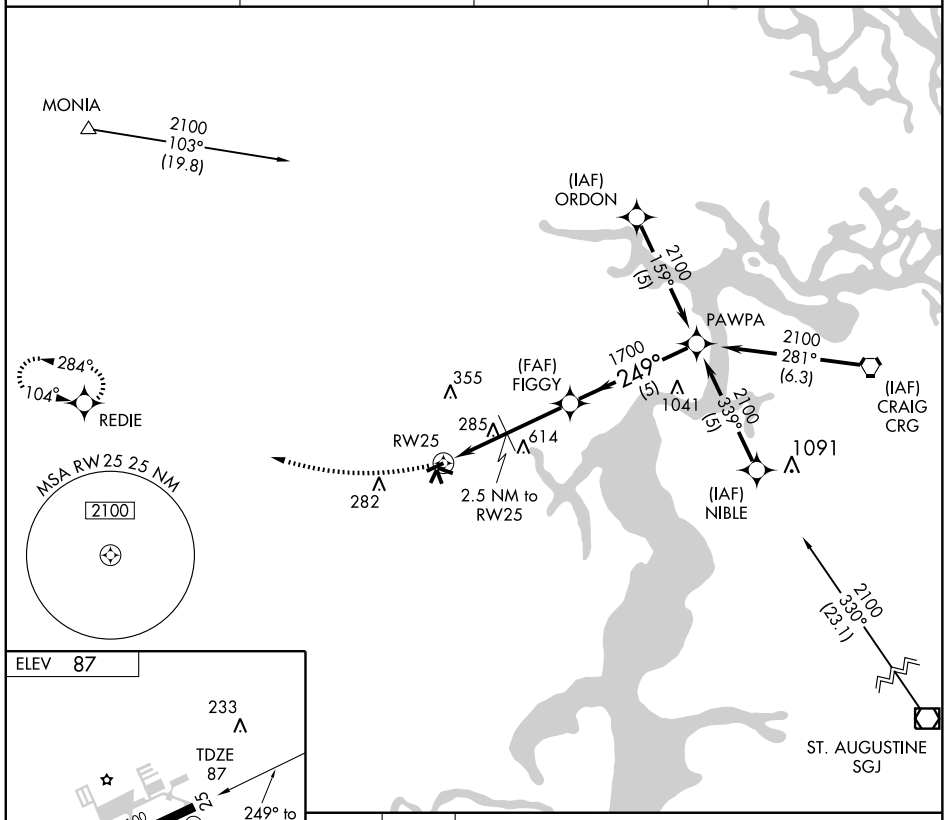
GPS RWY 25

JACKSONVILLE/ HERLONG (HEG)

NA

MISSED APPROACH: Climbing right turn to 2000 direct REDIE WP and hold.

AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
119.275	123.8 284.6	121.025	123.0 (CTAF) L



CATEGORY	A	B	C	D
S-25	600-1 513 (600-1)		600-1½ 513 (600-1½)	600-1¾ 513 (600-1¾)
CIRCLING	600-1 513 (600-1)		600-1½ 513 (600-1½)	640-2 553 (600-2)

REIL Rwys 7, 11, and 29
MIRL Rwys 7-25 and 11-29 L

SE-3, 03 JUN 2010 to 01 JUL 2010

LOM JA	APP CRS	Rwy Idg	N/A
344	184°	TDZE	N/A
		Apt Elev	87

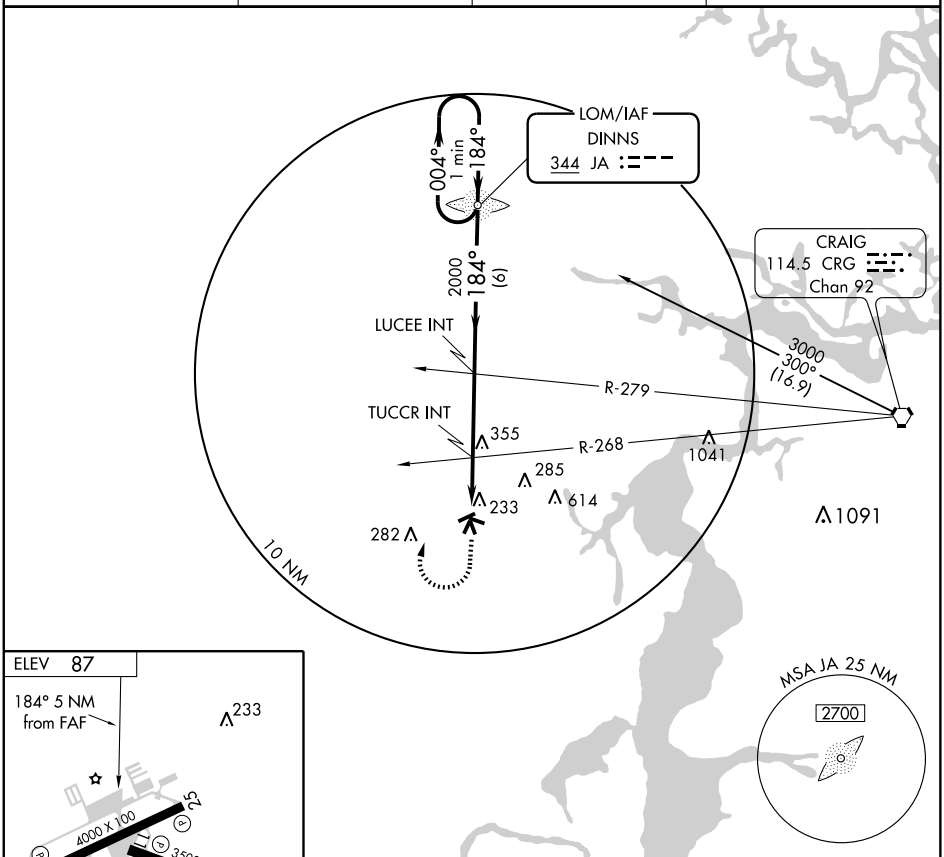
NDB-A

JACKSONVILLE/ HERLONG (HEG)

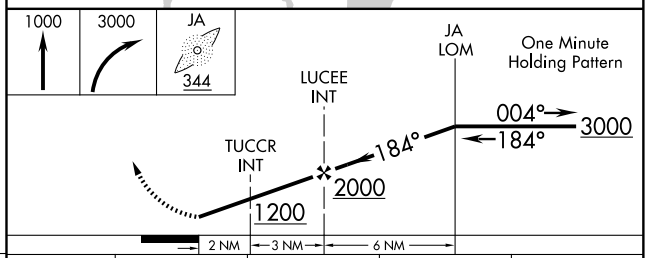
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct JA LOM and hold.

AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
119.275	123.8 284.6	121.025	123.0 (CTAF) L



REIL Rwys 7, 11 and 29
MIRL Rwys 7-25 and 11-29 L



FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
CIRCLING	640-1 553 (600-1)	640-1¼ 553 (600-1¼)	640-1½ 553 (600-1½)	640-2 553 (600-2)

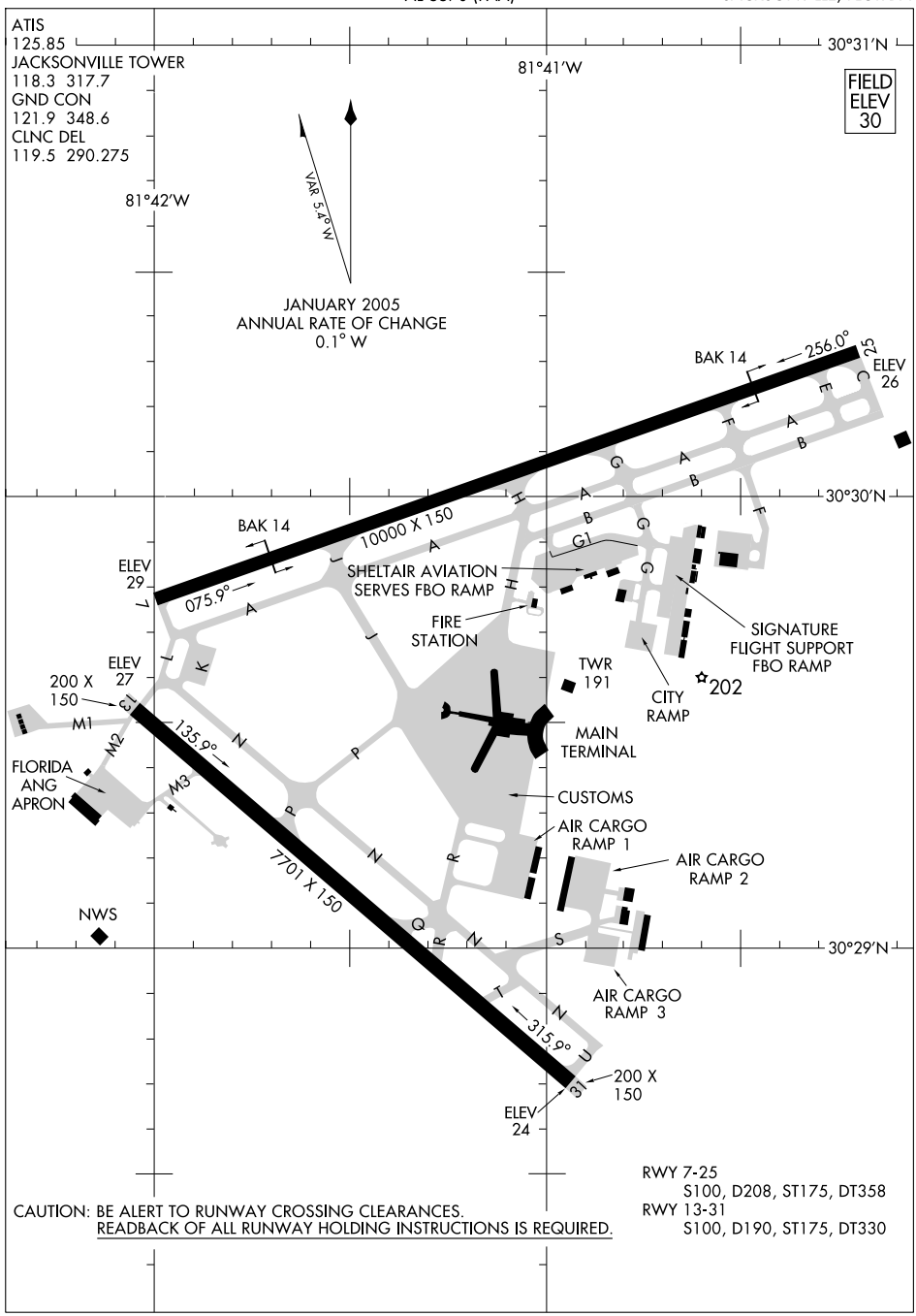
SE-3, 03 JUN 2010 to 01 JUL 2010

10134

AIRPORT DIAGRAM

AL-5570 (FAA)

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

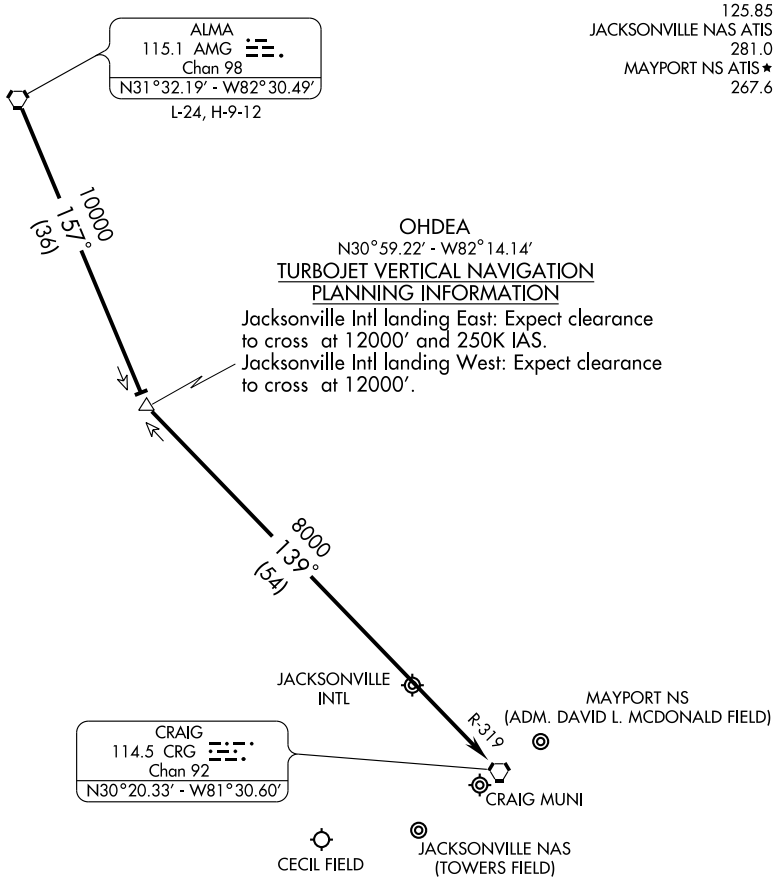
RWY 7-25
S100, D208, ST175, DT358
RWY 13-31
S100, D190, ST175, DT330

SE-3, 03 JUN 2010 to 01 JUL 2010

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

JACKSONVILLE, FLORIDA

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS★
267.6



NOTE: DME Required.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

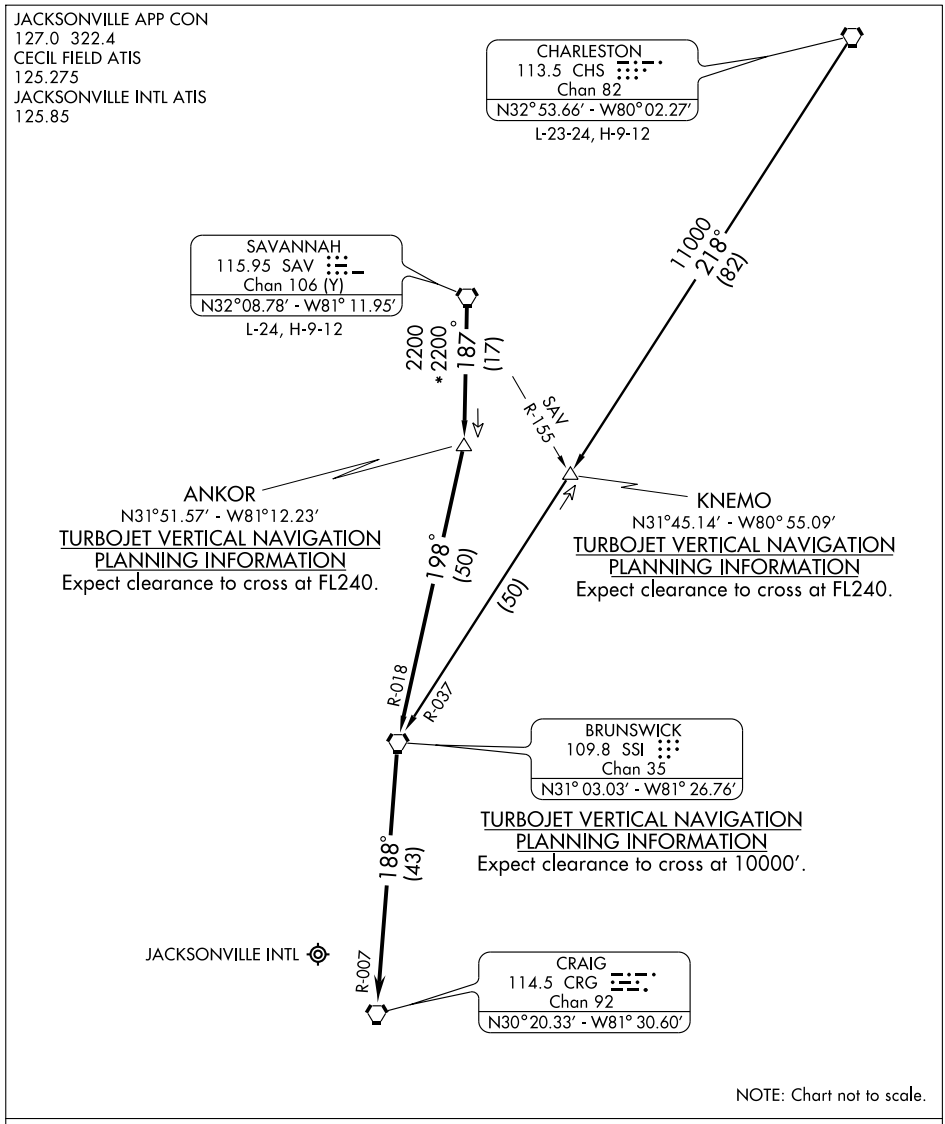
ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

BRUNSWICK THREE ARRIVAL (SSI.SSI3)

ST-5570 (FAA)

JACKSONVILLE INTL
JACKSONVILLE, FLORIDA



CHARLESTON TRANSITION (CHS.SSI3): From over CHS VORTAC via CHS R-218 and SSI R-037 to SSI VORTAC. Thence. . . .

SAVANNAH TRANSITION (SAV.SSI3): From over SAV VORTAC via SAV R-187 and SSI R-018 to SSI VORTAC. Thence. . . .

. . . .From over SSI VORTAC via SSI R-188 and CRG R-007 to CRG VORTAC. Expect radar vectors to final approach after SSI VORTAC.

SE-3, 03 JUN 2010 to 01 JUL 2010

HI-ILS RWY 7

LOC I-JAX	APCH CRS	Rwy ldg 10,000 / TDZE 30 / Arpt Elev 30
110.7	074°	

JAL-5570 [USAF]

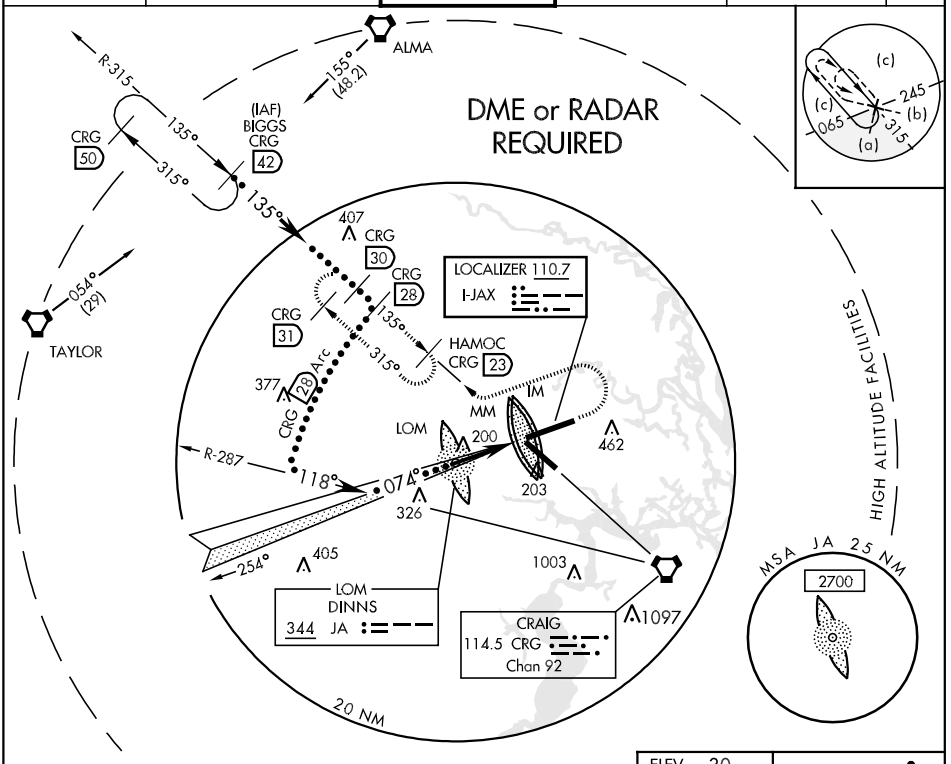
JACKSONVILLE INTL (KJAX)

* When ALS inop, increase RVR to 4000. When MM inop, increase CAT E vis ¼ mile and increase DH 50 feet.
** When ALS inop, increase CAT E vis ½ mile.

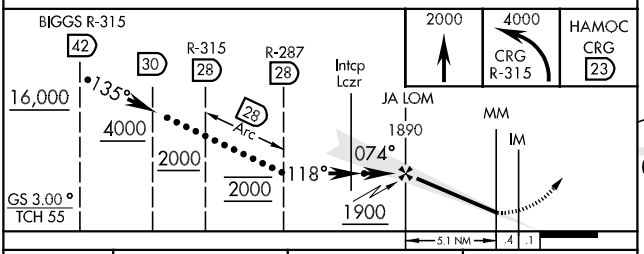
ALSF-2

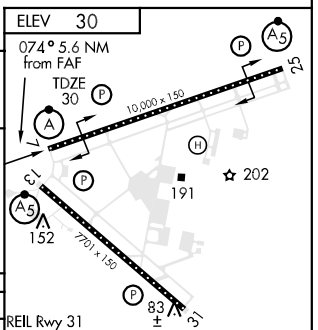
MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via CRG R-315 to HAMOC 23 DME and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275	



EMERG SAFE ALT 100 NM 2800





CATEGORY	C	D	E
S-ILS 7 *	230/18 200 (200-½)	230/20 200 (200-½)	230/24 200 (200-½)
S-LOC 7 **	460/40 430 (500-¾)	460/50 430 (500-1)	
CIRCLING	520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

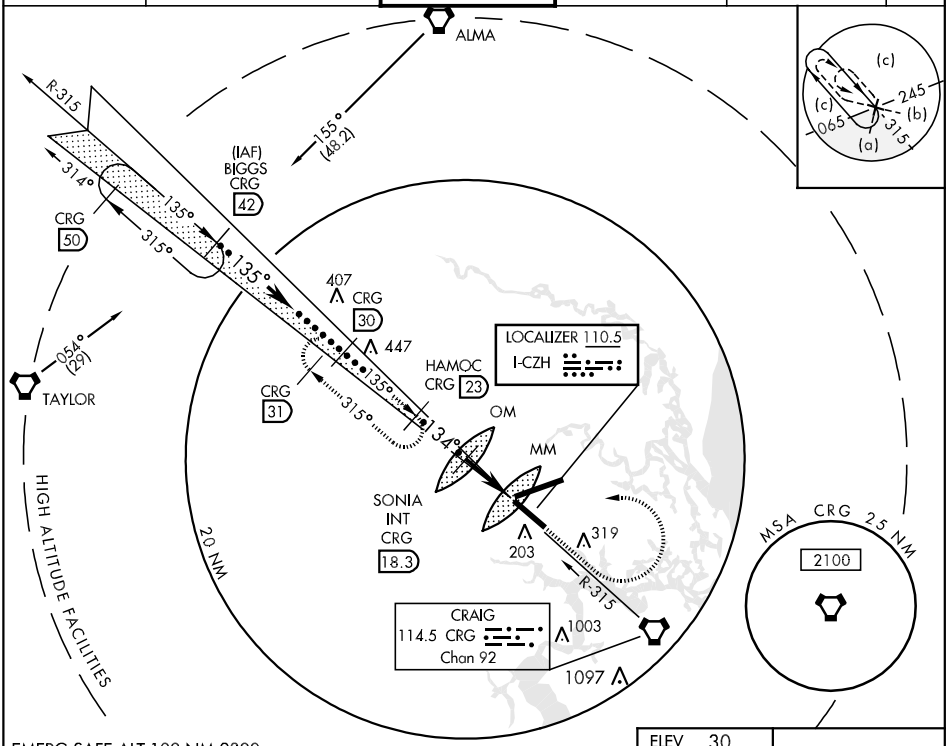
HI-ILS RWY 13

LOC I-CZH	APCH CRS	Rwy Idg / TDZE / Arpt Elev	JAL-5570 [USAF]	JACKSONVILLE INTL (KJAX)
110.5	134°	7701 / 27 / 30		

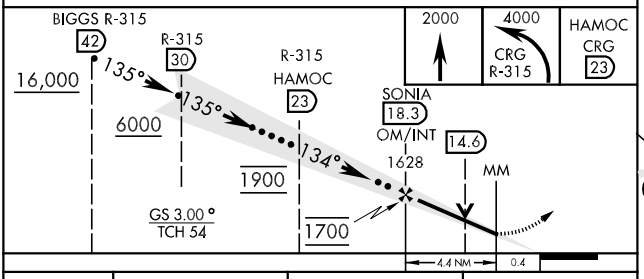
MALSR

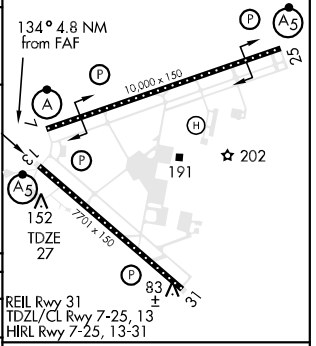
MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via CRG R-315 to HAMOC 23 DME and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275	



EMERG SAFE ALT 100 NM 2800





CATEGORY	C	D	E
S-ILS 13	227-½ 200 (200-½)		
S-LOC 13	380-½ 353 (400-½)	380-¾ 353 (400-¾)	
CIRCLING	520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

FAF to MAP 4.4 NM					
Knots	120	140	160	180	200
Min:Sec	2:12	1:53	1:39	1:28	1:19

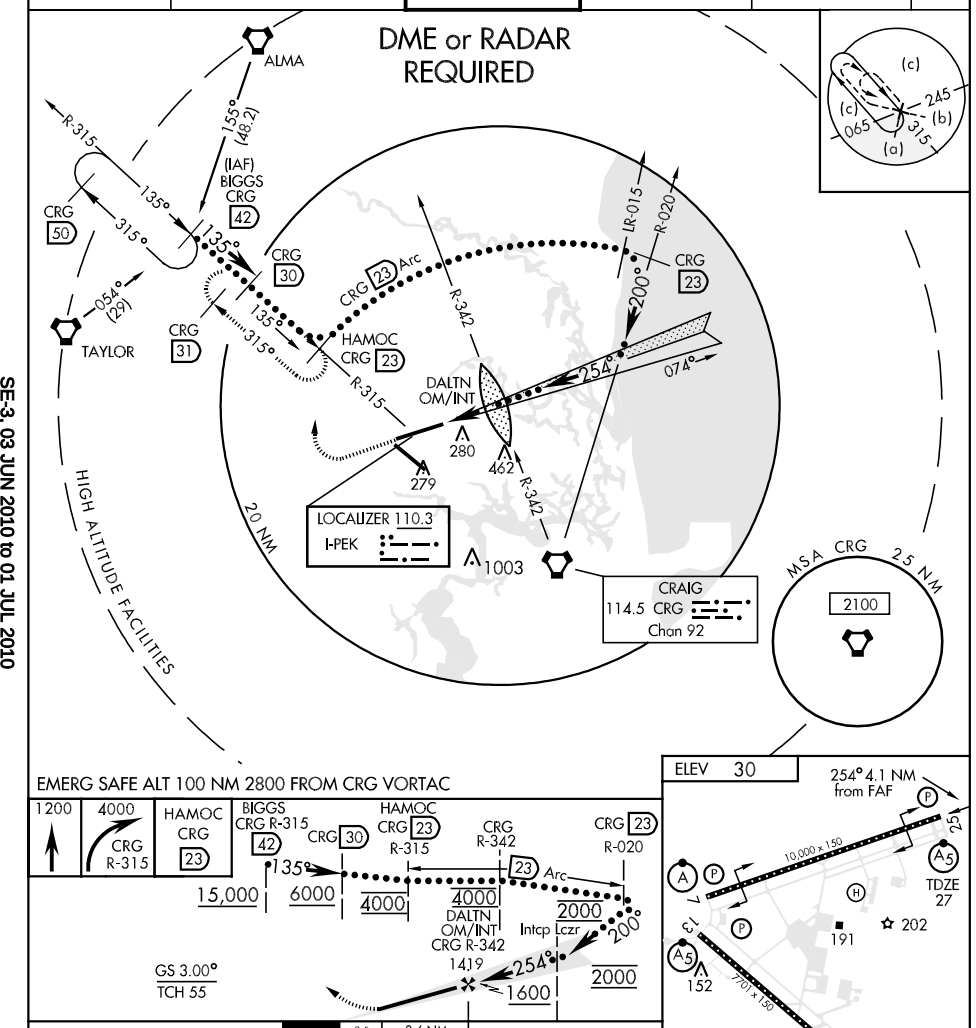
HI-ILS RWY 25

LOC I-PEK	APCH CRS	Rwy ldg 10,000 TDZE 27 Arpt Elev 30	JAL-5570 [USAF]	JACKSONVILLE INTL (KJAX)
110.3	254°			

MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via CRG R-315 to HAMOC 23 DME and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275	



EMERG SAFE ALT 100 NM 2800 FROM CRG VORTAC

CATEGORY	C	D	E
S-ILS 25	227/24 200 (200-½)		
S-LOC 25	400/24 373 (400-½)	400/40 373 (400-¾)	400/50 373 (400-1)
CIRCLING	520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

FAF to MAP 3.6 NM					
Knots	120	140	160	180	200
Min:Sec	1:48	1:33	1:21	1:12	1:05

HI-TACAN RWY 13

TACAN	APCH CRS	Rwy ldg	7701
CRG Chan 92	135°	TDZE	27
		Arpt Elev	30

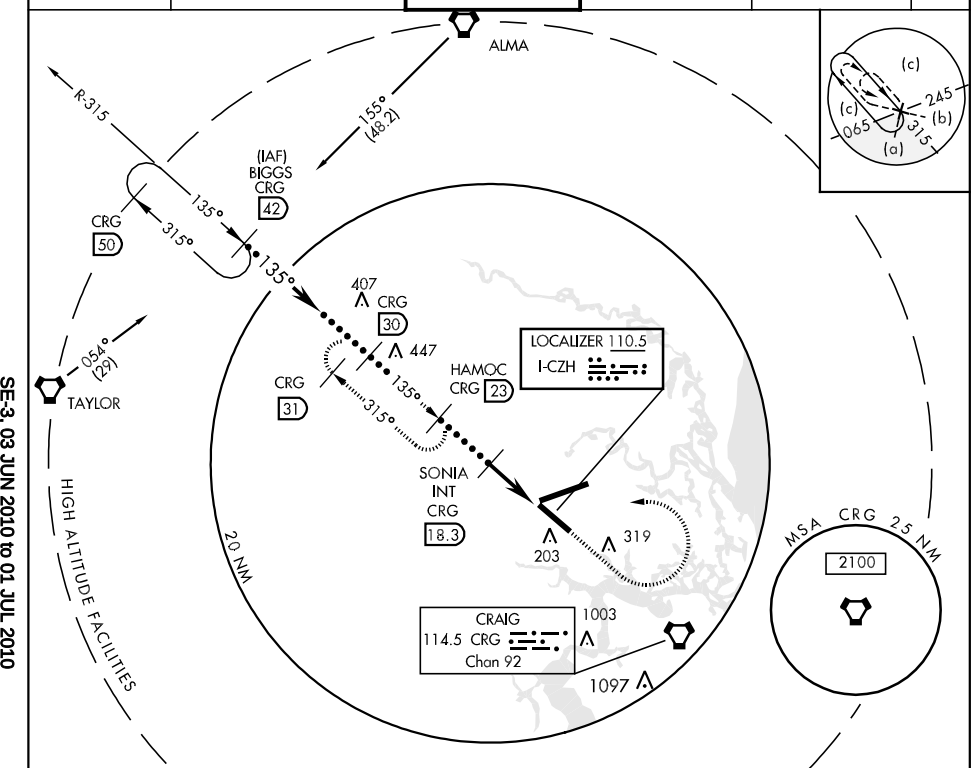
JAL-5570 [USAF]

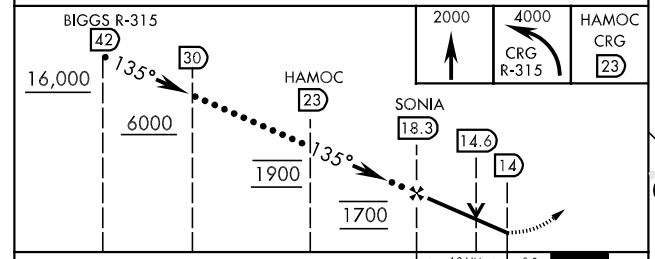
JACKSONVILLE INTL (KJAX)

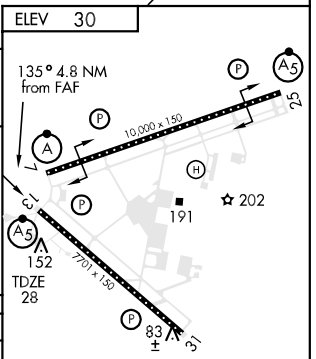
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via CRG R-315 to HAMOC 23 DME and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275	







CATEGORY	C	D	E
S-13	380-½ 353 (400-½)	380-¾ 353 (400-¾)	
CIRCLING	520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

LOC I-PEK	APP CRS	Rwy Idg	10000
110.3	254°	TDZE	27
		Apt Elev	30

ILS or LOC RWY 25
JACKSONVILLE INTL (JAX)

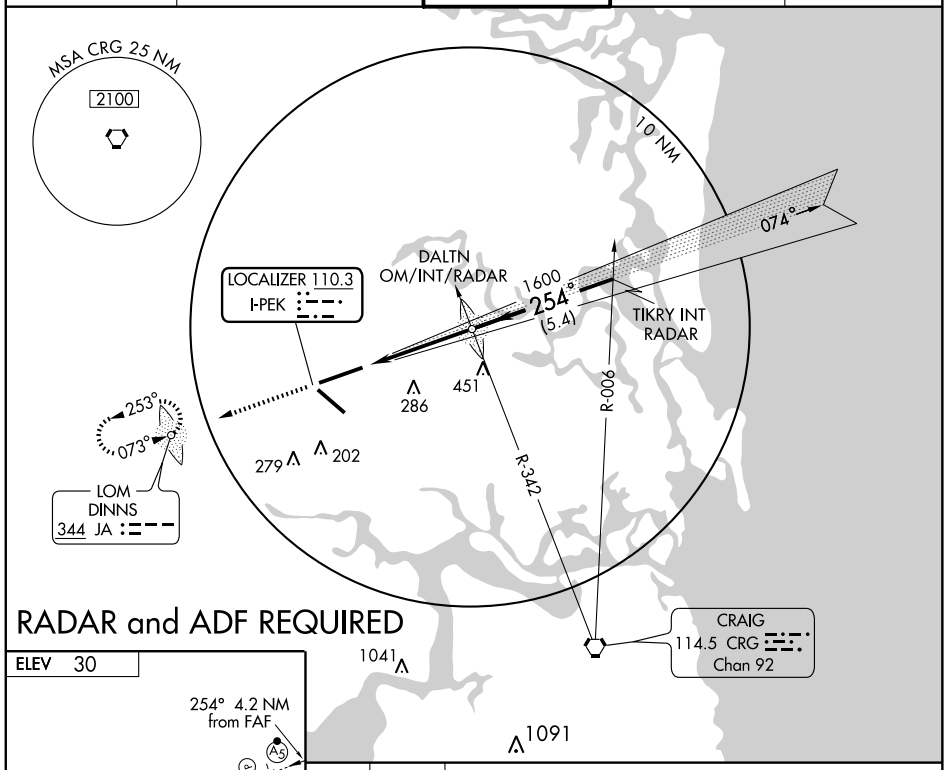
ASR

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

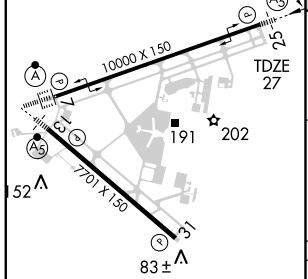
MALSR

MISSED APPROACH: Climb to 2000 direct DINNS LOM and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

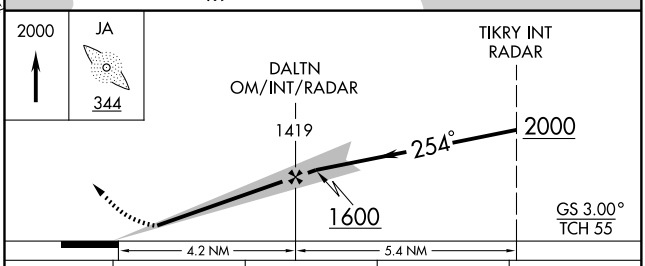


RADAR and ADF REQUIRED



REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 25	* 227/24 200 (200-½)			
S-LOC 25	400/24 373 (400-½)			400/40 373 (400-¾)
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	640-2 610 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-JAX	APP CRS	Rwy Idg	10000
110.7	074°	TDZE	30
		Apt Elev	30

ILS RWY 7
JACKSONVILLE INTL (JAX)

ASR

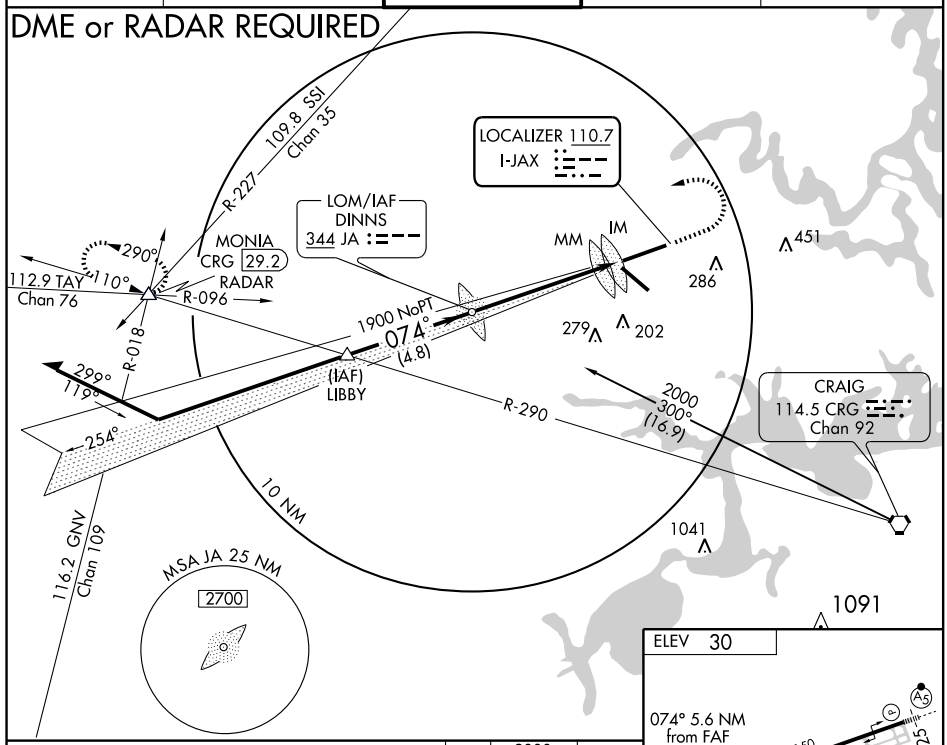
For inoperative ALSF, increase S-ILS visibility to RVR 4000 Cat. E and S-LOC visibility to RVR 6000 Cat. E. For inoperative TDZL or RCLS, increase S-ILS visibility to RVR 2400 Cat. E. For inoperative RVR increase S-ILS visibility to ½ mile.

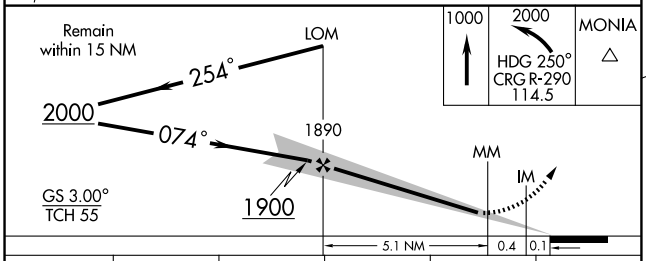
ALSF-2

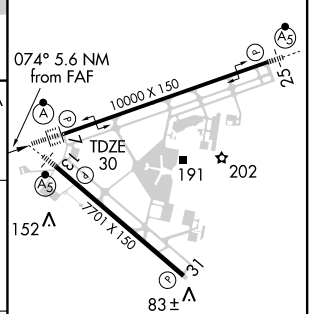
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG R-290 to MONIA CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

DME or RADAR REQUIRED







CATEGORY	A	B	C	D	E
S-ILS 7	230/18 200 (200-½)				
S-LOC 7	380/24 350 (400-½)			380/40 350 (400-¾)	
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	640-2 610 (700-2)	820-2¾ 790 (800-2¾)

REIL Rwy 31
TDZ/CL Rwys 7, 25, and 13
HIRL Rwys 7-25 and 13-31

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-JAX	APP CRS	Rwy Idg	10000
110.7	074°	TDZE	30
		Apt Elev	30

ILS RWY 7 (CAT II)
JACKSONVILLE INTL (JAX)

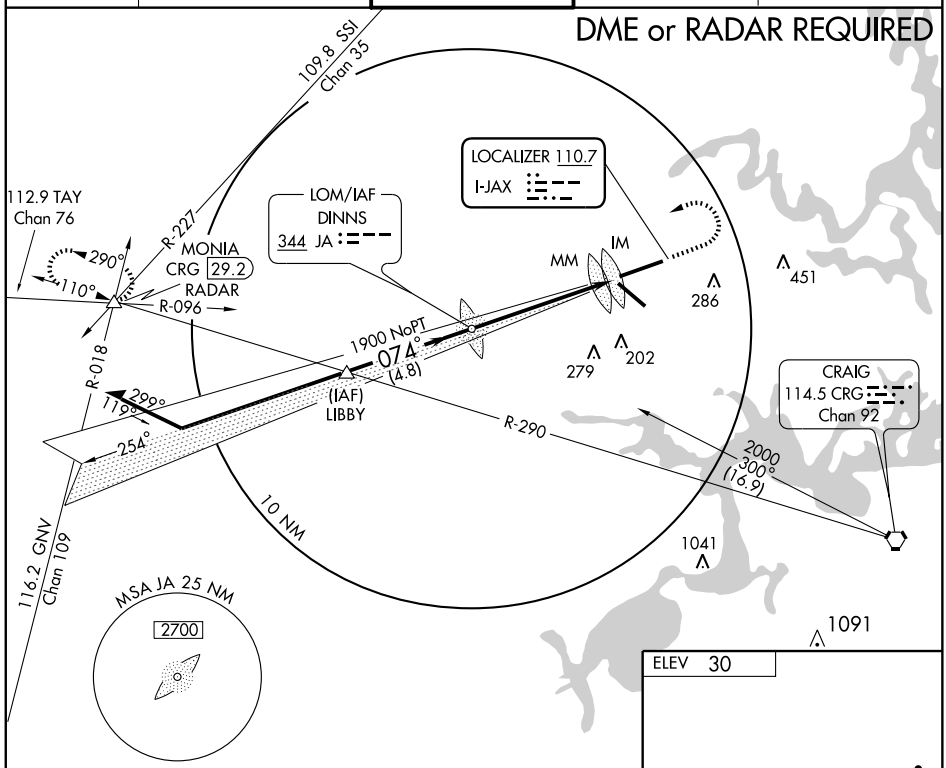
ASR

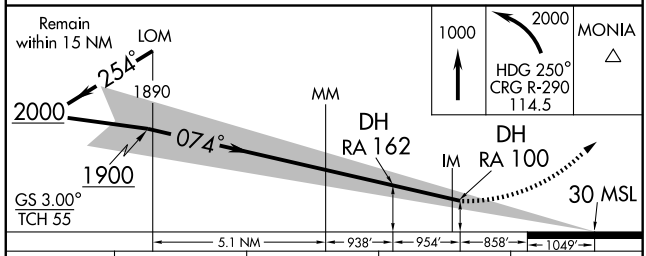
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG R-290 to MONIA/CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

DME or RADAR REQUIRED

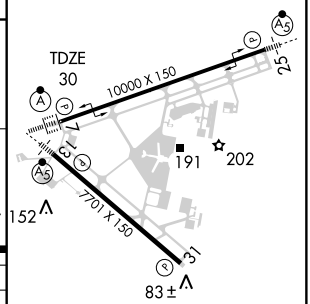




CATEGORY	A	B	C	D
S-ILS 7	RA 162/16	150	DA 180	
S-ILS 7	RA 100/12	100	DA 130	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 30



REIL Rwy 31
TDZ/CL Rwys 7, 25, and 13
HIRL Rwys 7-25 and 13-31

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-JAX	APP CRS	Rwy Idg	10000
110.7	074°	TDZE	30
		Apt Elev	30

ILS RWY 7 (CAT III)
JACKSONVILLE INTL (JAX)

ASR

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG R-290 to MONIA/CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

DME or RADAR REQUIRED

109.8 SSI Chan 35
LOCALIZER 110.7 I-JAX
112.9 TAY Chan 76
R-227
LOM/IAF DINNS 344 JA
MM
IM
MONIA CRG 29.2 RADAR
R-096
R-018
290°
110°
1900 NoPT
074°
(4.8)
279
202
286
451
299°
119°
254°
(IAF) LIBBY
2000
300°
(16.9)
R-290
CRAIG 114.5 CRG Chan 92
10 NM
MSA JA 25 NM
2700
116.2 GNV Chan 109
1041
1091

ELEV 30

Remain within 15 NM
LOM
254°
1890
2000
1900
MM
229
074°
IM
130
GS 3.00°
TCH 55
30 MSL
5.1 NM
1882'
868'
1049'

1000	2000	MONIA
	HDG 250° CRG R-290 114.5	

TDZE 30
10000 X 150
7701 X 150
25
7
31
191
202
152
83±

CATEGORY	A	B	C	D
S-ILS 7	CAT III a RVR 07			
S-ILS 7	CAT III b RVR 06			

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-CZH	APP CRS	Rwy Idg	7701
110.5	134°	TDZE	27
		Apt Elev	30

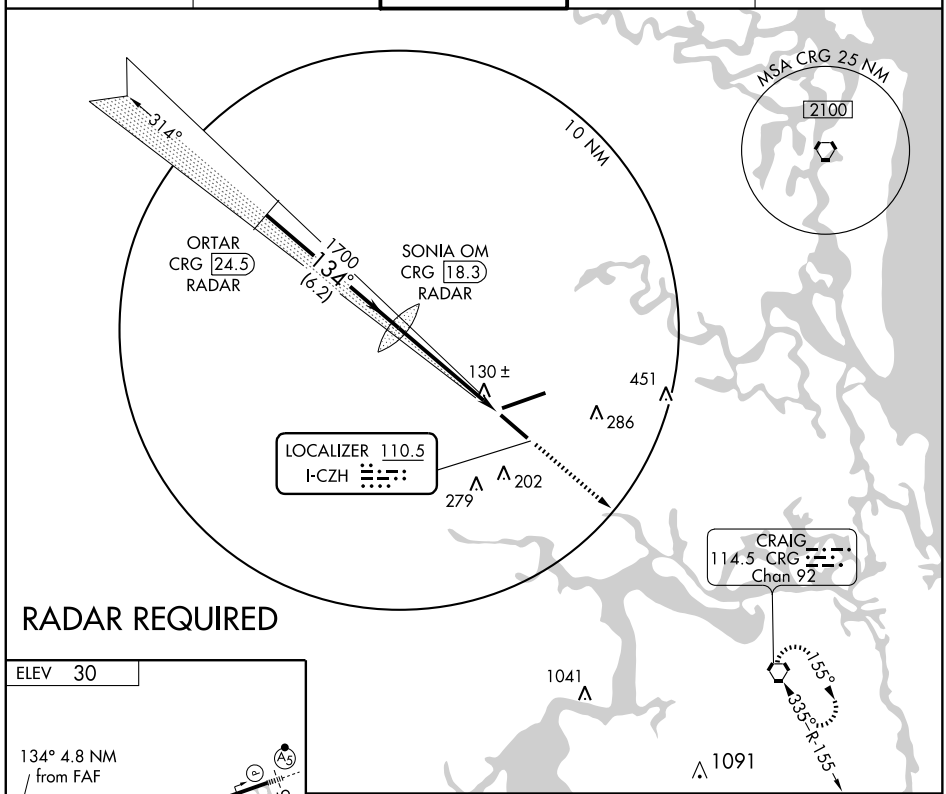
ILS RWY 13
JACKSONVILLE INTL (JAX)

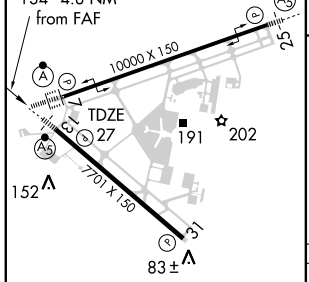
ASR

MALSR

MISSED APPROACH: Climb to 2000 direct CRG VORTAC and hold.

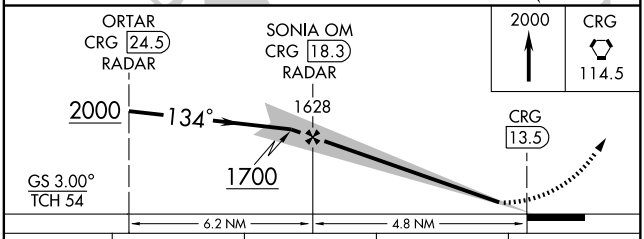
ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275





REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

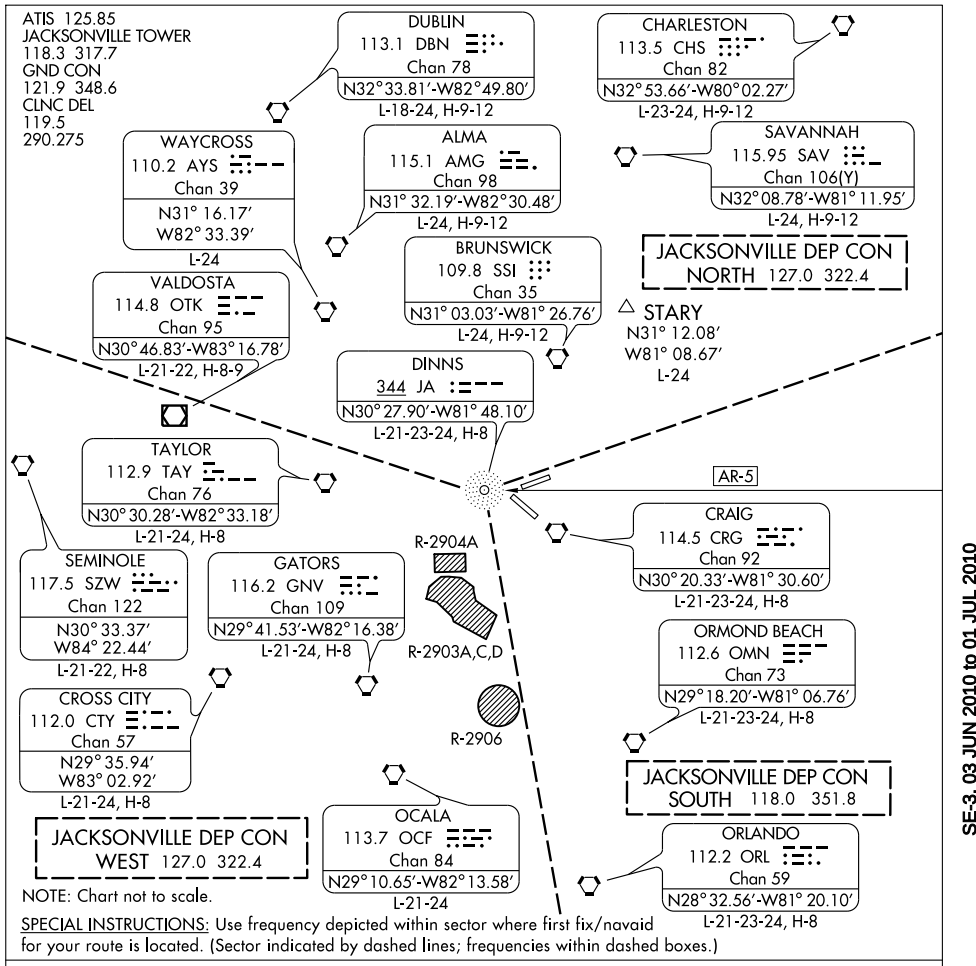
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 13	227-½ 200 (200-½)			
S-LOC 13	380-½ 353 (400-½)			380-1 353 (400-1)
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	640-2 610 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

JACKSONVILLE FOUR DEPARTURE



SPECIAL INSTRUCTIONS: Use frequency depicted within sector where first fix/navaid for your route is located. (Sector indicated by dashed lines; frequencies within dashed boxes.)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: All aircraft cleared as filed, maintain 3,000 feet or assigned altitude. Expect clearance to requested altitude/flight level ten minutes after departure.

SPECIAL TAKE-OFF INSTRUCTIONS:

RUNWAYS 7/13: Departing north/west departure control area, fly heading 070° or as assigned. Departure frequency 127.0/322.4.

RUNWAYS 7/13: Departing south departure control area, fly heading 130° or as assigned. Departure frequency 118.0/351.8.

RUNWAYS 25/31: Departing north departure control area, fly heading 310° or as assigned. Departure frequency 127.0/322.4.

RUNWAYS 25/31: Departing west departure control area, fly heading 250° or as assigned. Departure frequency 127.0/322.4.

RUNWAYS 25/31: Departing south departure control area, fly heading 220° or as assigned. Departure frequency 118.0/351.8.

SE-3, 03 JUN 2010 to 01 JUL 2010

LOM JA	APP CRS	Rwy Idg	10000
344	073°	TDZE	30
		Apt Elev	30

NDB RWY 7
JACKSONVILLE INTL (JAX)

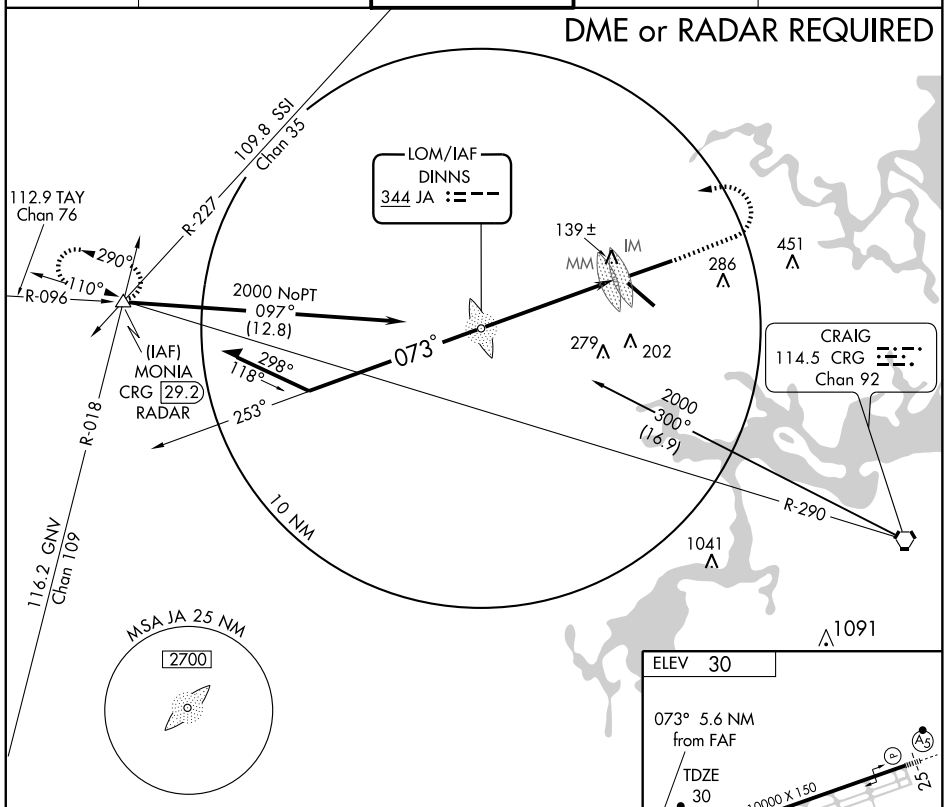
ASR

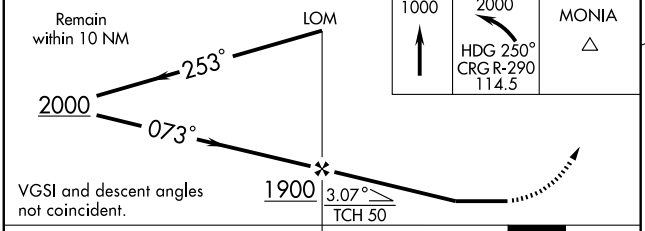
ALSF-2

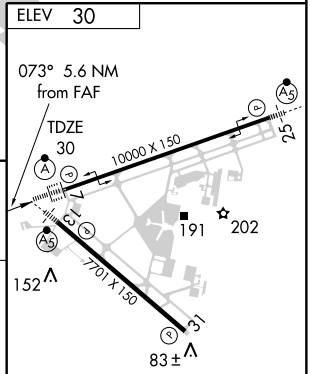
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG R-290 to MONIA/CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275

DME or RADAR REQUIRED







CATEGORY	A	B	C	D
S-7	520/40 490 (500-¾)			520/60 490 (500-1¼)
CIRCLING	520-1 490 (500-1)		520-1½ 490 (500-1½)	640-2 610 (700-2)

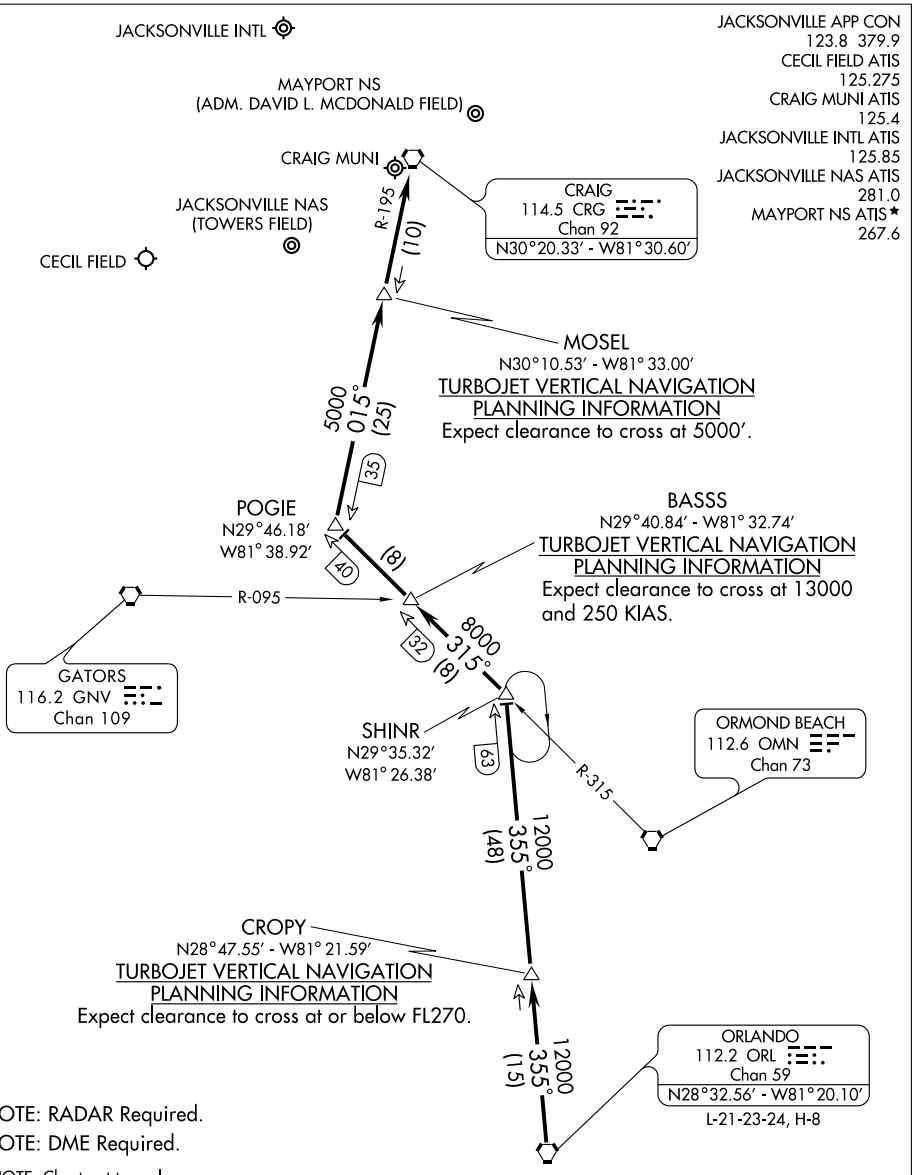
REIL Rwy 31
TDZ/CL Rwys 7, 25, and 13
HIRL Rwys 7-25 and 13-31

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SE-3, 03 JUN 2010 to 01 JUL 2010

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

SE-3, 03 JUN 2010 to 01 JUL 2010

JACKSONVILLE, FLORIDA AL-5570 (FAA)

RNAV (GPS) RWY 7

JACKSONVILLE INTL (JAX)

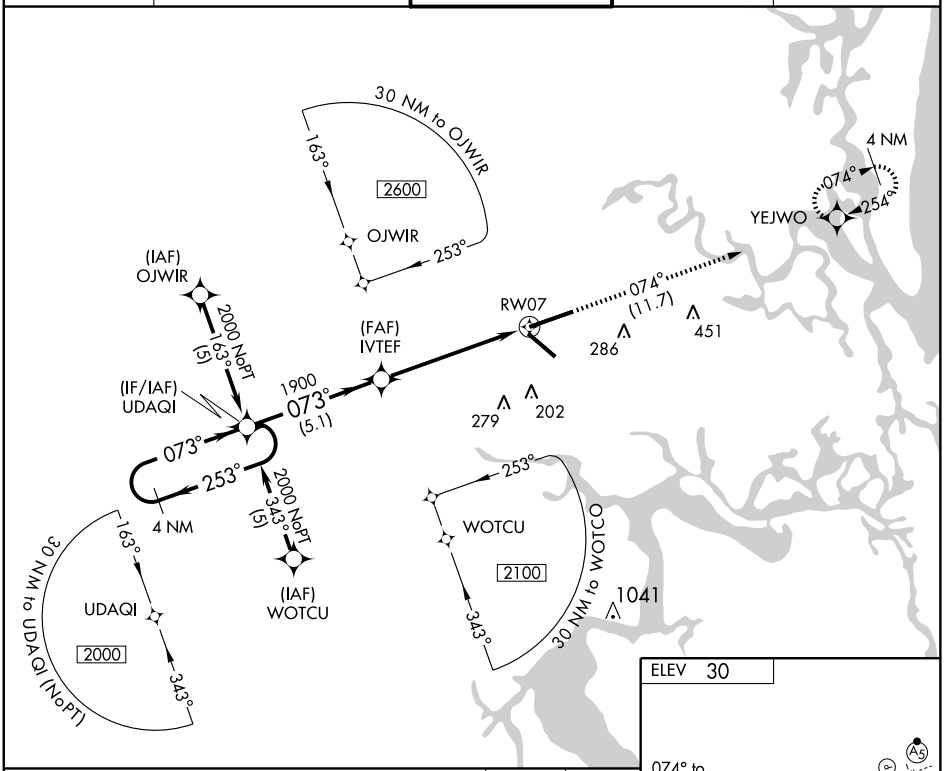
APP CRS	Rwy ldg	10000
073°	TDZE	30
	Apt Elev	30

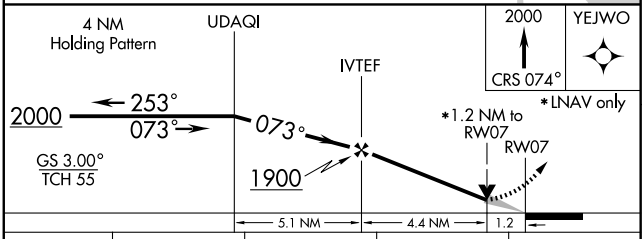
Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

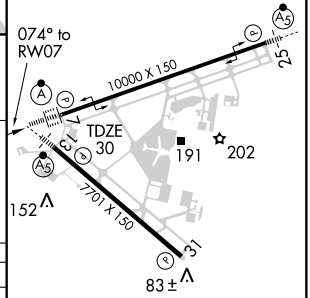
ALSF-2

MISSED APPROACH: Climb to 2000 via 074° course to YEJWO WP and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	460/50 430 (500-1)			
LNAV MDA	460/24 430 (500-½)		460/40 430 (500-¾)	460/50 430 (500-1)
CIRCLING	520-1½ 490 (500-1½)			640-2 610 (700-2)

REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

SE-3. 03 JUN 2010 to 01 JUL 2010

JACKSONVILLE, FLORIDA AL-5570 (FAA)

APP CRS	Rwy ldg	7701
133°	TDZE	27
	Apt Elev	30

RNAV (GPS) RWY 13

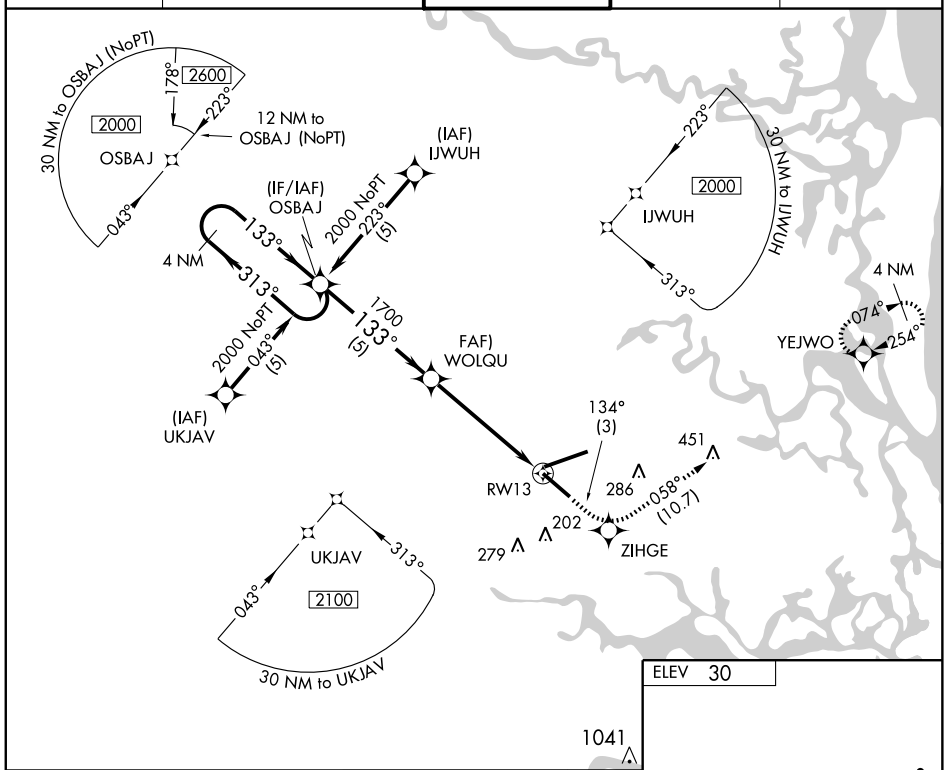
JACKSONVILLE INTL (JAX)

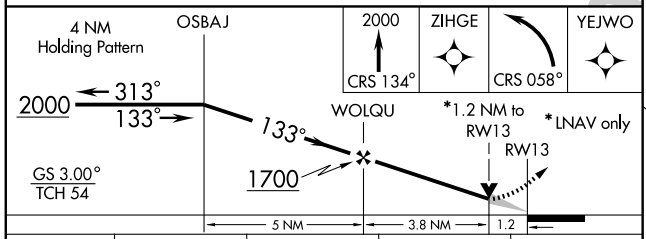
Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 via course 134° to ZIHGE WP then left turn via course 058° to YEJWO WP and hold.

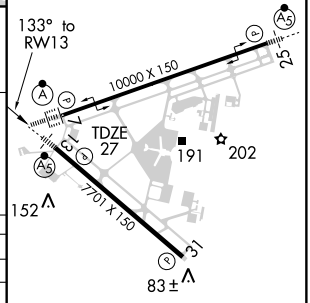
ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	460-1 433 (500-1)			
LNAV MDA	460-½ 433 (500-½)		460-¾ 433 (500-¾)	460-1 433 (500-1)
CIRCLING	520-1½ 490 (500-1½)			640-2 610 (700-2)

ELEV 30



REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

SE-3, 03 JUN 2010 to 01 JUL 2010

JACKSONVILLE, FLORIDA AL-5570 (FAA)

RNAV (GPS) RWY 25

JACKSONVILLE INTL (JAX)

APP CRS	Rwy ldg	10000
254°	TDZE	27
	Apt Elev	30

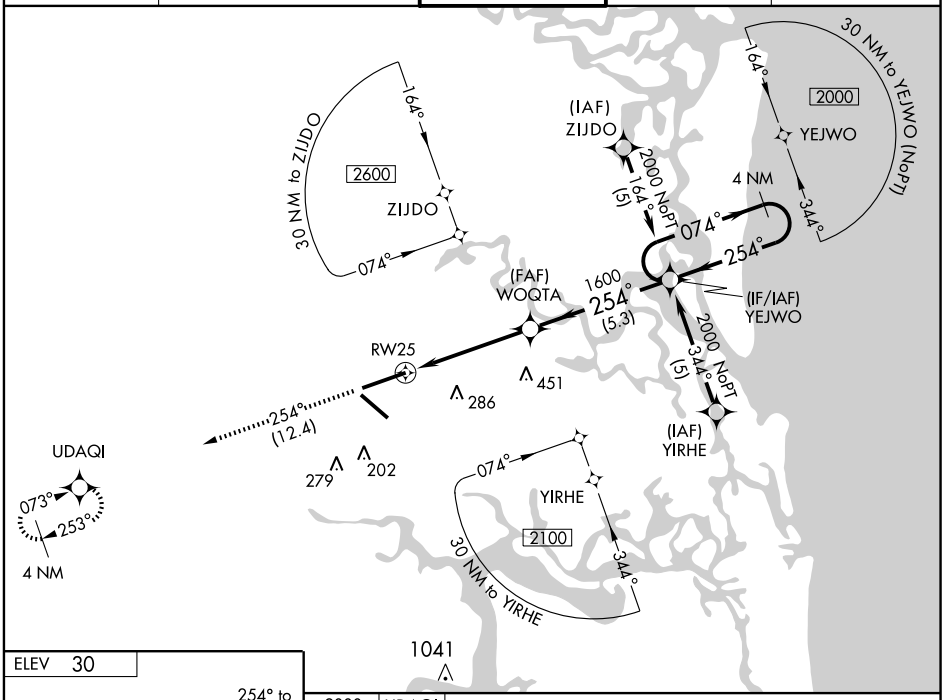
For inoperative MALSR increase all LNAV/VNAV visibilities to RVR 6000. Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

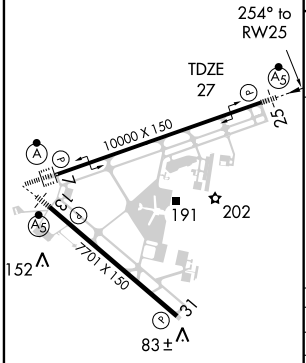
NA ASR

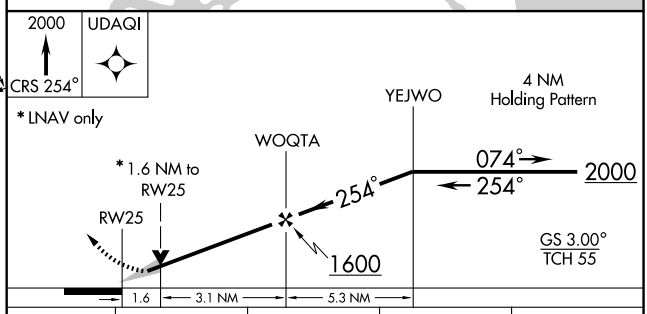
MALSR

MISSED APPROACH: Climb to 2000 via 254° course to UDAQI WP and hold

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275







CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	380/40 353 (400-¾)			
LNAV MDA	600/24 573 (600-½)		600/50 573 (600-1)	600/60 573 (600-1¼)
CIRCLING	600-1¼ 570 (600-1¼)		600-1½ 570 (600-1½)	640-2 610 (700-2)

REIL Rwy 31
TDZ/CL Rwys 7, 25 and 13
HIRL Rwys 7-25 and 13-31

SE-3, 03 JUN 2010 to 01 JUL 2010

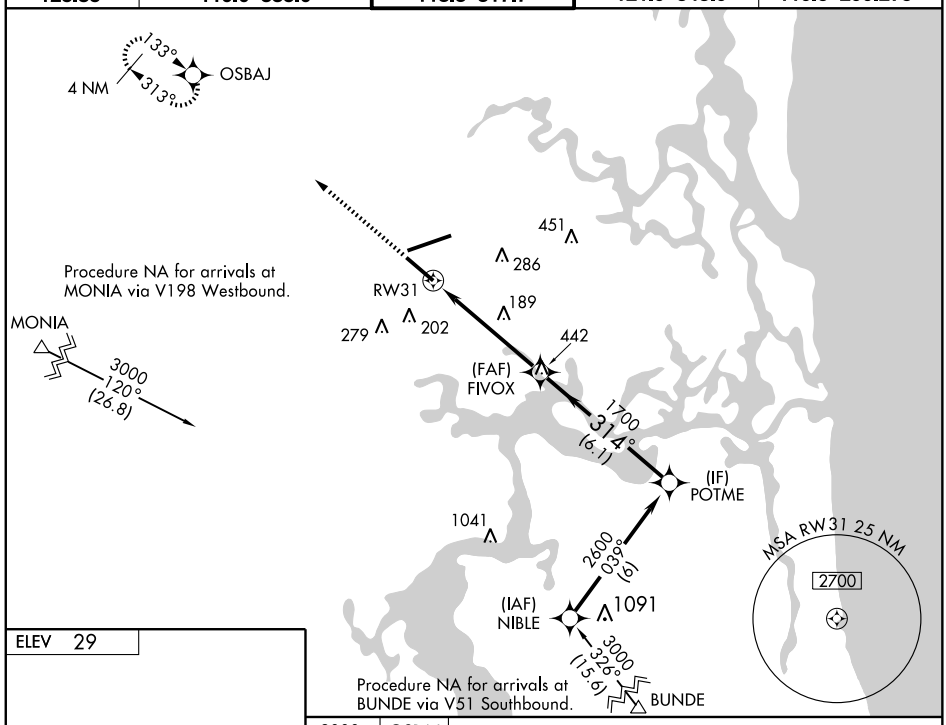
WAAS	APP CRS	Rwy Idg	7701
CH 40199	314°	TDZE	24
W31A		Apt Elev	29

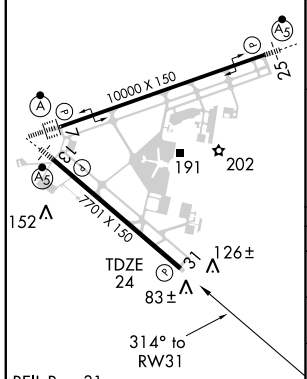
RNAV (GPS) RWY 31
JACKSONVILLE INTL (JAX)

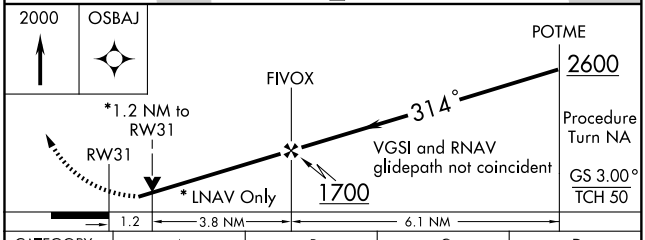
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
VDP and Baro-VNAV NA when using Craig Muni altimeter setting.
ASR If local altimeter setting not received, use Craig Muni altimeter setting and increase LPV DA to 368 feet, LNAV/VNAV DA to 424 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct OSBAJ and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275





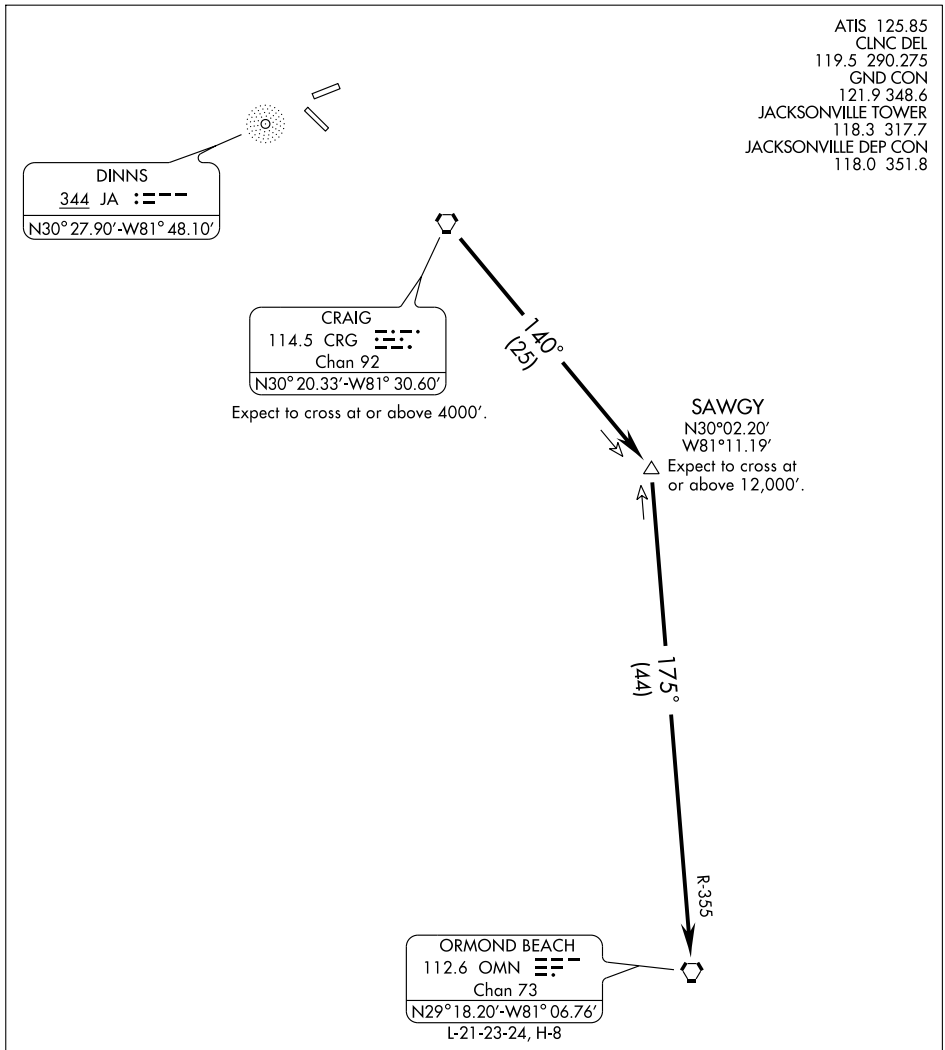


CATEGORY	A	B	C	D
LPV DA	336-1 312 (400-1)			
LNAV/VNAV DA	392-1¼ 368 (400-1¼)			
LNAV MDA	460-1 436 (500-1)		460-1¼ 436 (500-1¼)	460-1½ 436 (500-1½)
CIRCLING	520-1¼ 491 (500-1¼)		520-1½ 491 (500-1½)	620-2 591 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

SAWGY ONE DEPARTURE

JACKSONVILLE INTL (JAX)
JACKSONVILLE, FLORIDA



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft maintain 3000 feet and expect to cross CRG VORTAC at or above 4000 feet. Expect to cross SAWGY INT at or above 12,000 feet. Expect clearance to requested altitude/flight level 10 minutes after departure.

TAKE-OFF ALL RUNWAYS: Cleared as filed. Climb runway heading or as assigned for vectors to join CRG R-140 to SAWGY INT. Then via OMN R-355 to OMN VORTAC.

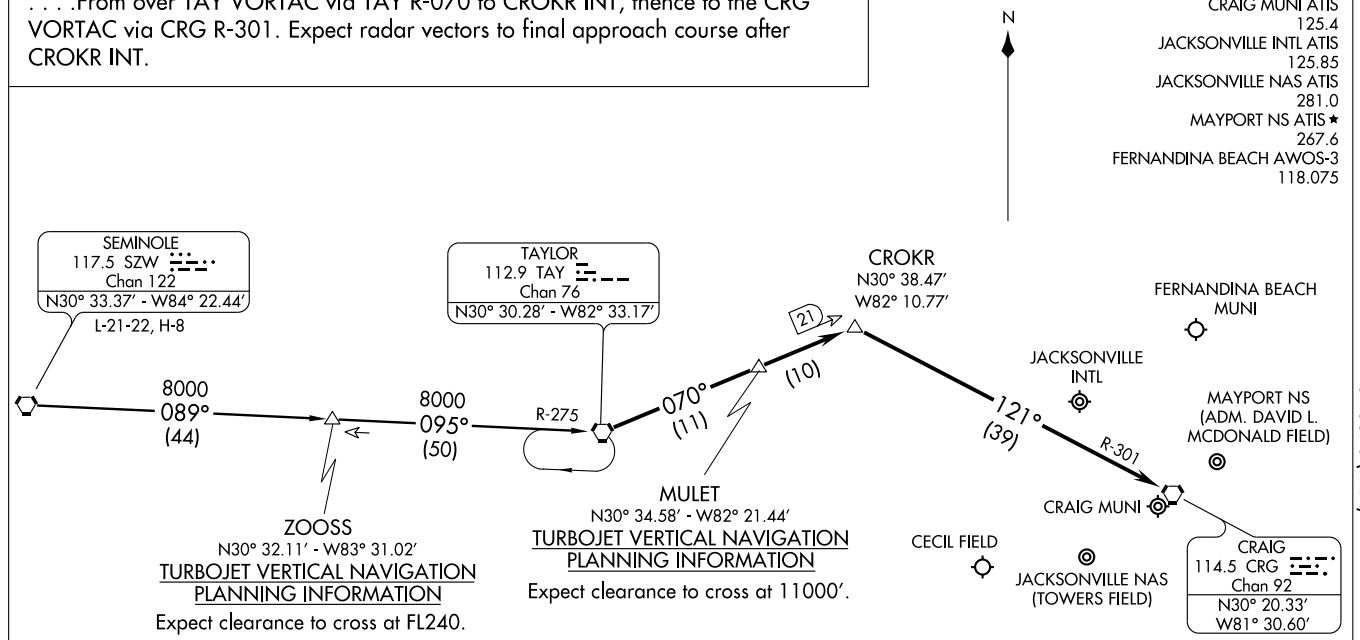
SE-3, 03 JUN 2010 to 01 JUL 2010

TAYLOR TWO ARRIVAL (TAY.TAY2)

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

NOTE: Chart not to scale.

VORTAC CRG	APP CRS	Rwy Idg	7701
114.5	316°	TDZE	24
Chan 92		Apt Elev	29

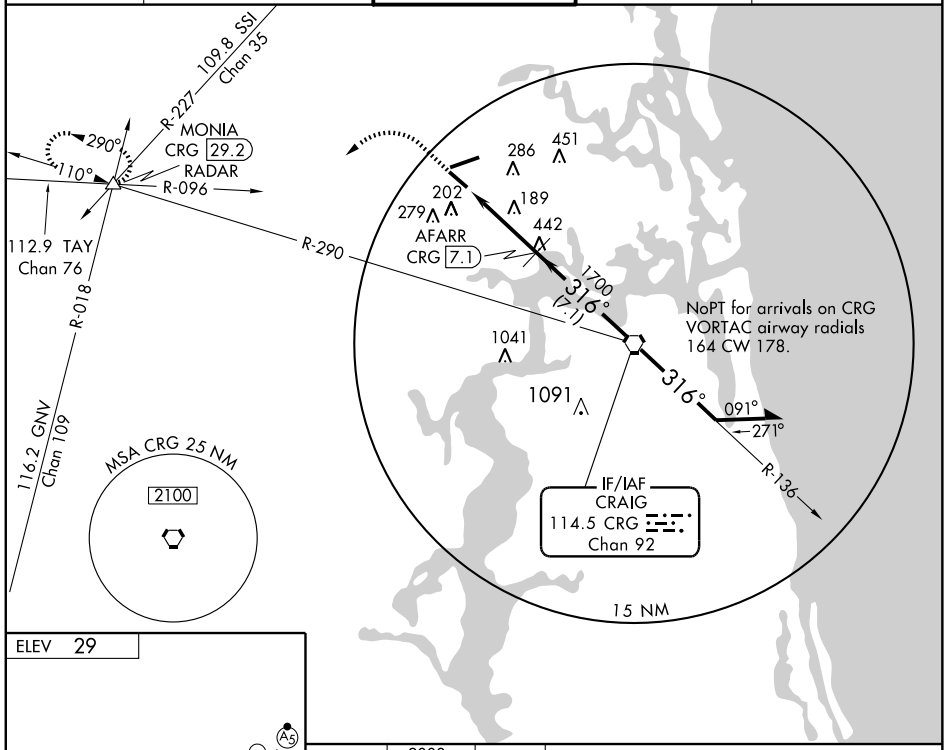
VOR/DME RWY 31
JACKSONVILLE INTL (JAX)

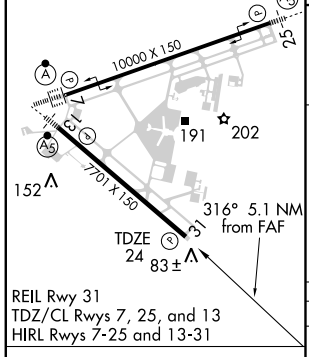
ASR

Visibility reduction by helicopters NA. Cat. E procedure turn not authorized.

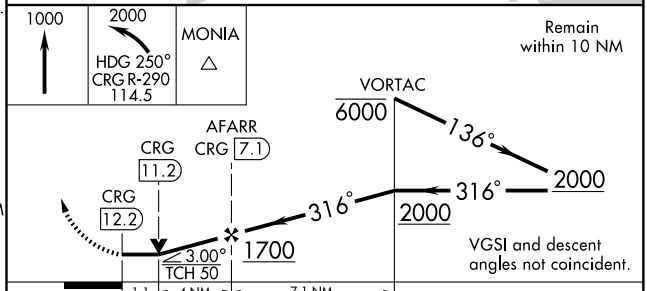
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 250° and CRG VORTAC R-290 to MONIA/CRG 29.2 DME/RADAR and hold.

ATIS	JACKSONVILLE APP CON	JACKSONVILLE TOWER	GND CON	CLNC DEL
125.85	119.0 335.6	118.3 317.7	121.9 348.6	119.5 290.275





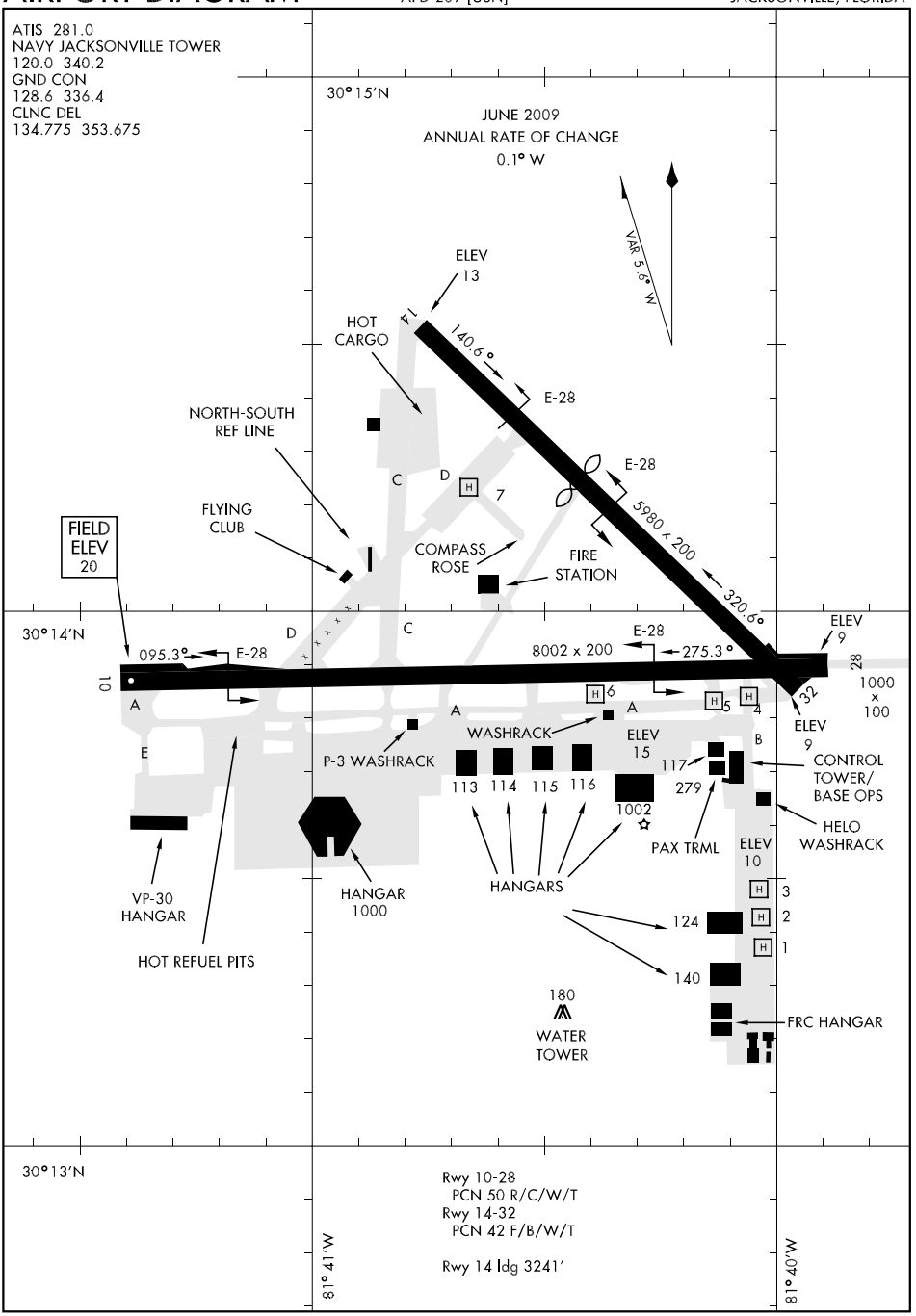
REIL Rwy 31
TDZ/CL Rwys 7, 25, and 13
HIRL Rwys 7-25 and 13-31



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D	E
S-31	440-1 416 (500-1)		440-1¼ 416 (500-1¼)		440-1½ 416 (500-1½)
CIRCLING	520-1 491 (500-1)		520-1½ 491 (500-1½)	620-2 591 (600-2)	820-2¾ 791 (800-2¾)

SE-3, 03 JUN 2010 to 01 JUL 2010

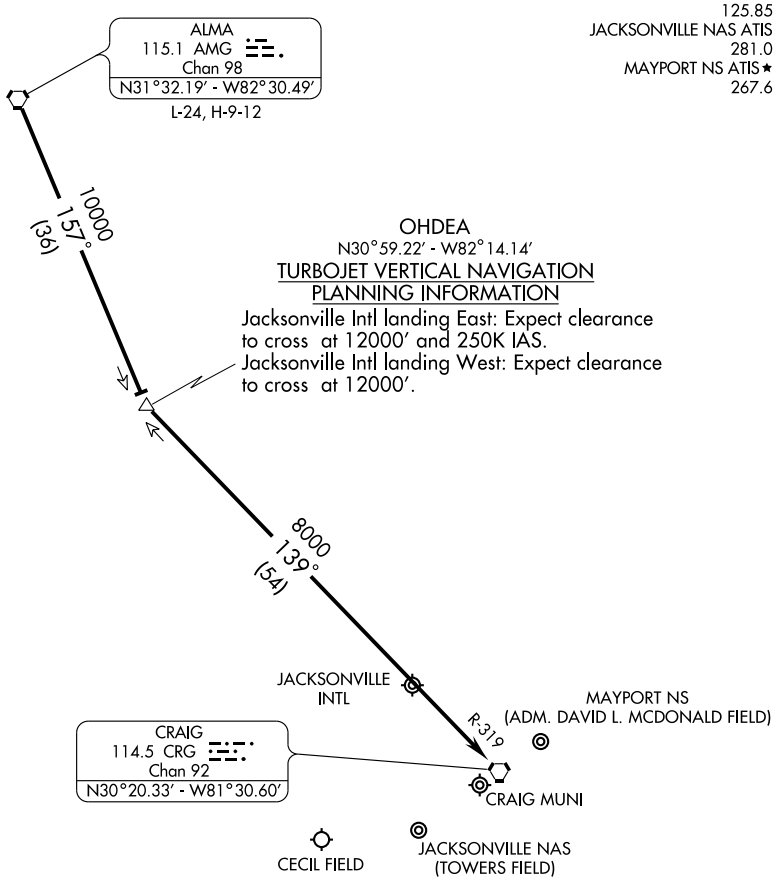


SE-3, 03 JUN 2010 to 01 JUL 2010

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

JACKSONVILLE, FLORIDA

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS★
267.6



NOTE: DME Required.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

HI-TACAN RWY 10

TACAN	NIP	APCH CRS	Rwy ldg	8002
Chan	19	087°	TDZE	20
			Arpt Elev	20

JAL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

* When ALS inop, increase vis CAT C to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles.

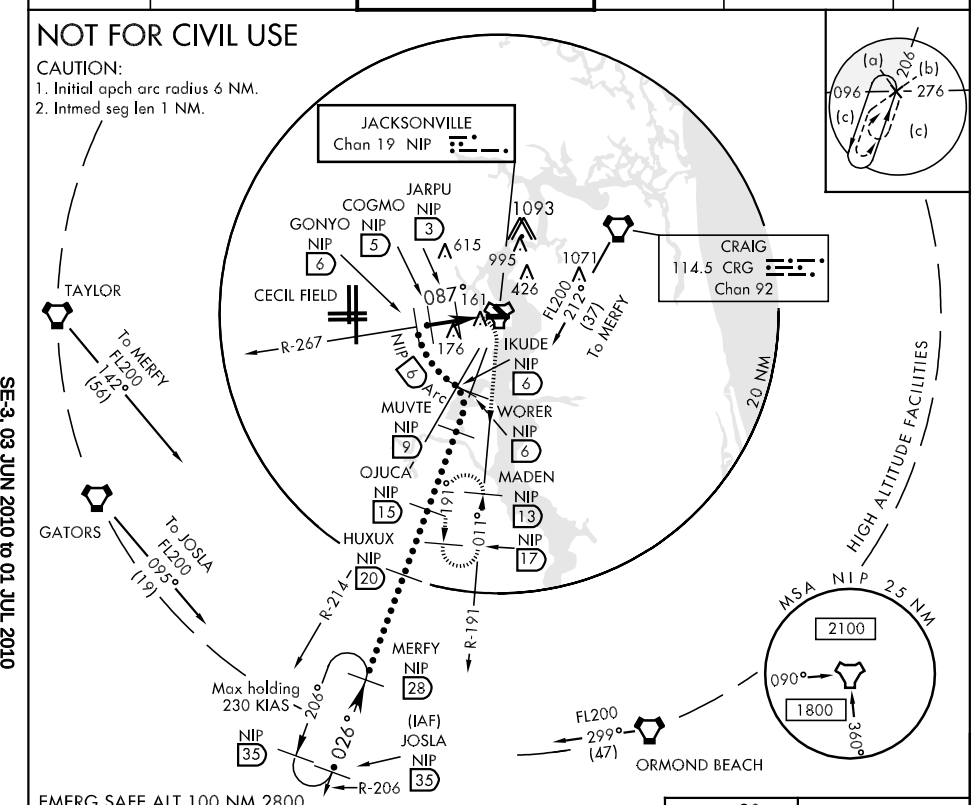
ALSF-1

MISSED APPROACH: Climbing right turn to 1800 via NIP TACAN R-191 direct MADEN and hold.

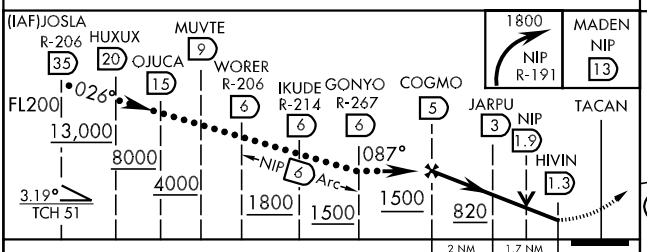
ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

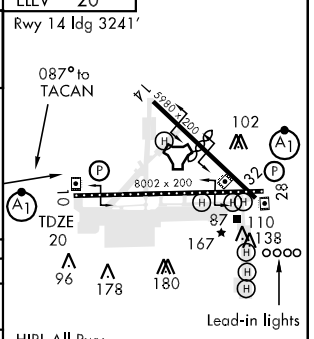
NOT FOR CIVIL USE

CAUTION:
1. Initial apch arc radius 6 NM.
2. Intmed seg len 1 NM.



EMERG SAFE ALT 100 NM 2800





CATEGORY	C	D	E
S-10*	420- ¾ 400 (400-¾)		420-1 400 (400-1)
CIRCLING	480-1½ 460 (500-1½)	580-2 560 (600-2)	860-3 840 (900-3)

HIRL All Rwy
REIL Rwy 10-28, 32

SE-3, 03 JUN 2010 to 01 JUL 2010

HI-TACAN RWY 28

TACAN	NIP	APCH CRS	Rwy ldg	8002
Chan	19	286°	TDZE	12
			Arpt Elev	20

JAL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

▼ * When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1¼ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 500 via R-106, then climbing left turn to 1800 via NIP TACAN R-191 to MADEN and hold.

ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

CAUTION: Intmed seg len 4 NM.

NOT FOR CIVIL USE

JACKSONVILLE Chan 19 NIP

CRAIG 114.5 CRG Chan 92

To MERFY FL200 211° (37)

CECIL FIELD

TAYLOR

To MERFY FL200 142° (56)

ZATUN 9

HEMBO 3

NOBUE 5

R-106

20 NM

NIP 9 Arc

MUVTE 9

HUNVO 9

OJUCA 15

MADEN 13

HUXUX 20

NIP 17

R-191

R-174

GATORS

To JOSLA FL200 095° (19)

Max holding 230 KIAS

MERFY NIP 28

206°

026°

NIP 35

(IAF) JOSLA 35

R-206

To JOSLA FL200 299° (47)

ORMOND BEACH

HIGH ALTITUDE FACILITIES

MSA NIP 25 NM

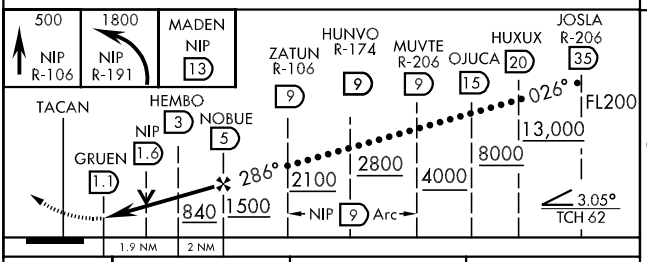
2100

090°

1800

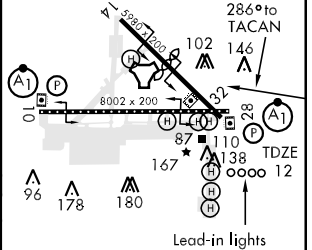
360°

EMERG SAFE ALT 100 NM 2800



ELEV 20

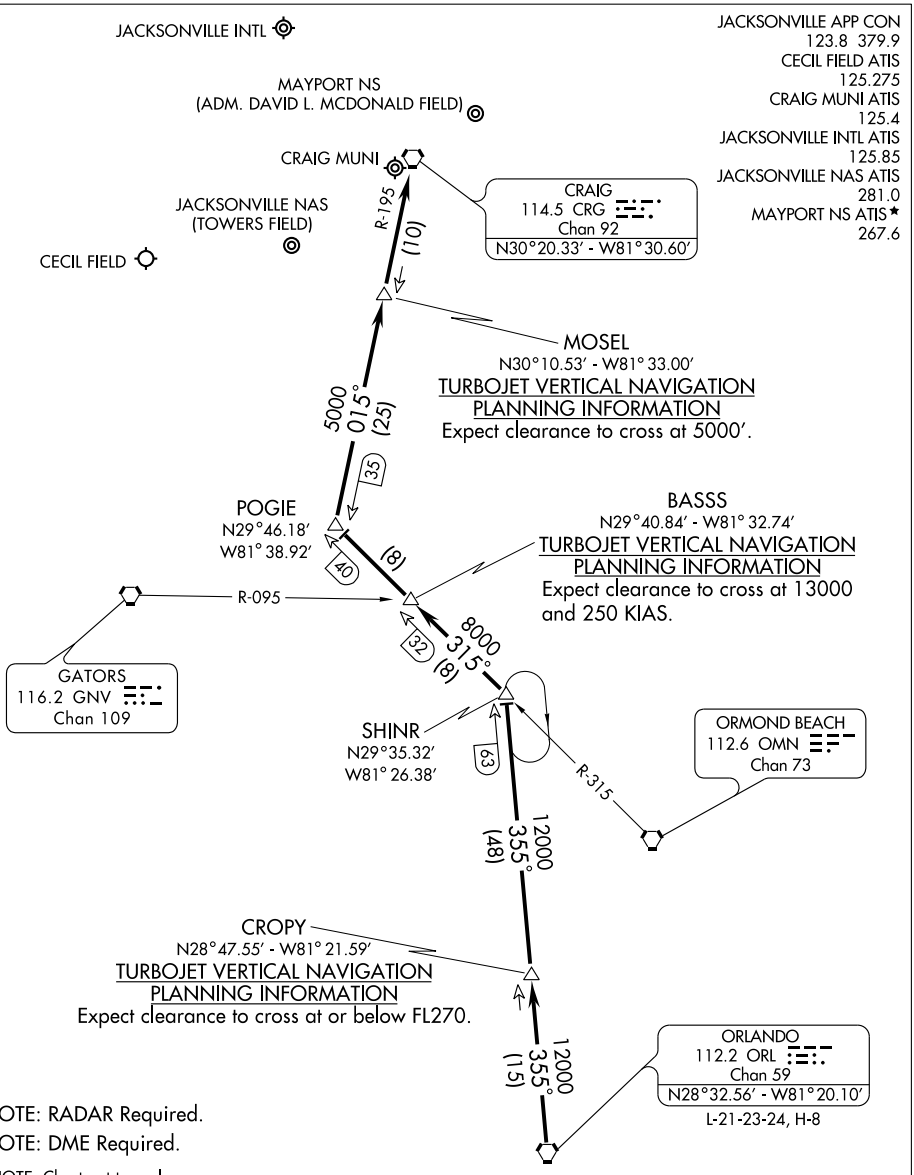
Rwy 14 ldg 3241'



CATEGORY	C	D	E
S-28 *	400-¾ 388 (400-¾)		
CIRCLING	480-1½ 460 (500-1½)	580-2 560 (600-2)	860-3 840 (900-3)

HIRL All Rwy
REIL Rwy 10-28, 32

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 10

APCH CRS	Rwy ldg	8002
095°	TDZE	20
	Arpt Elev	20

AL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

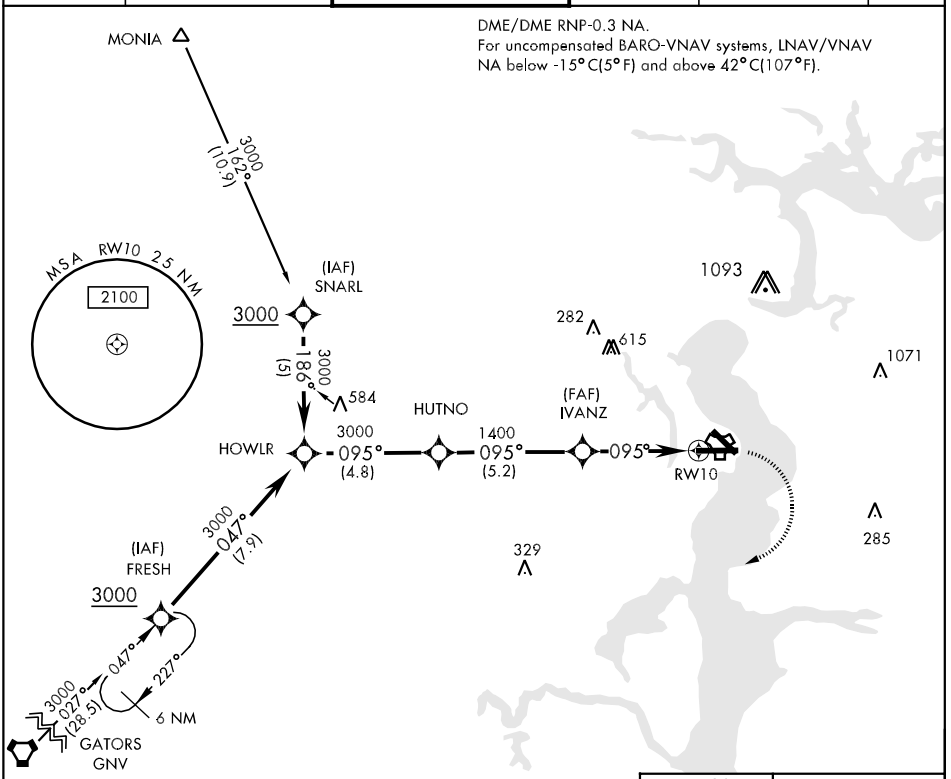
▼ * When ALS inop, increase vis CAT ABCD to 1 mile.
** When ALS inop, increase vis CAT ABC to 1 mile, D to 1¼ miles.

ALSF-1

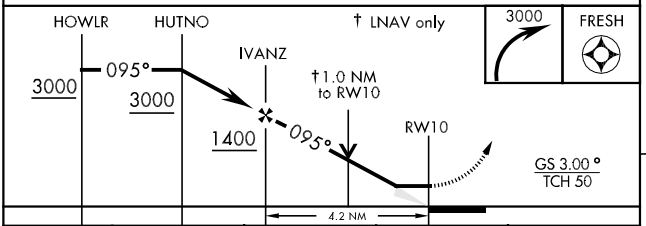
MISSED APPROACH: Climbing right turn to 3000 direct FRESH and hold.

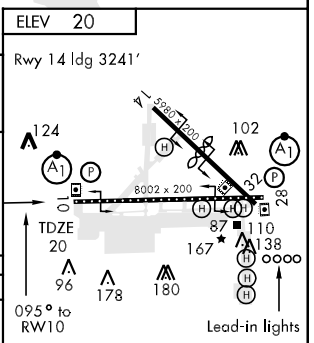
ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

DME/DME RNP-0.3 NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C(5°F) and above 42°C(107°F).



EMERGENCY SAFE ALT 100 NM 2800





CATEGORY	A	B	C	D
LNAV/ VNAV DA*	340- ½ 320 (400-½)		340-¾ 320 (400-¾)	
LNAV MDA**	380- ½ 360 (400-½)		380-¾ 360 (400-¾)	
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)

HIRL All Rwy
REIL Rwy 10-28, 32

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 28

APCH CRS	Rwy ldg	8002
276°	TDZE	12
	Arpt Elev	20

AL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

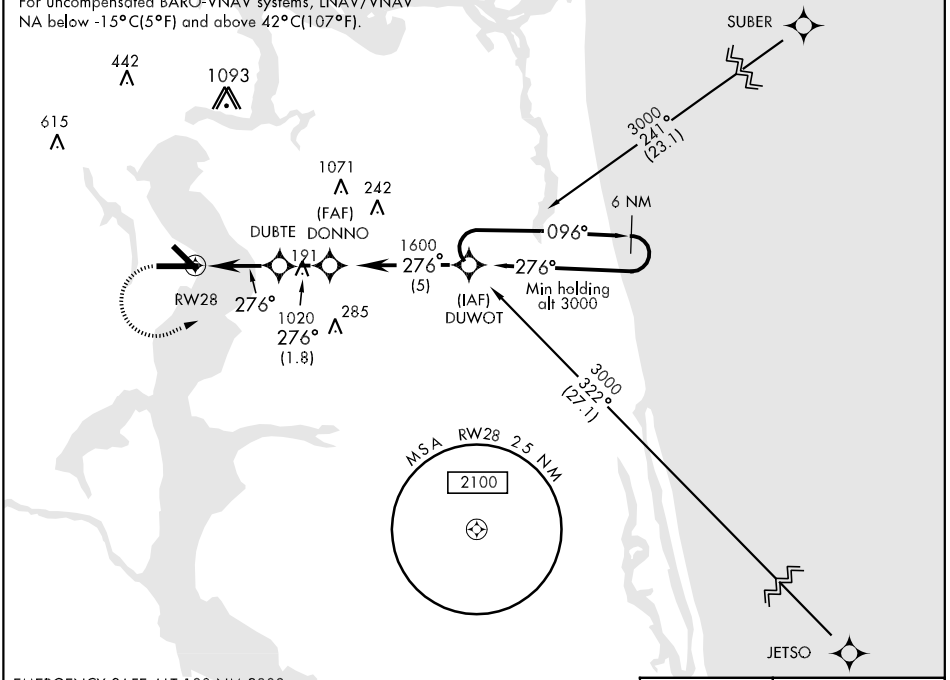
▼ *When ALS inop, increase vis CAT ABCD to 1 mile.
**When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.

ALSF-1

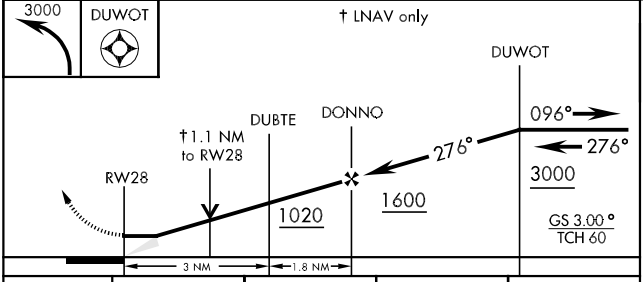
MISSED APPROACH: Climbing left turn to 3000 direct DUWOT and hold.

ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

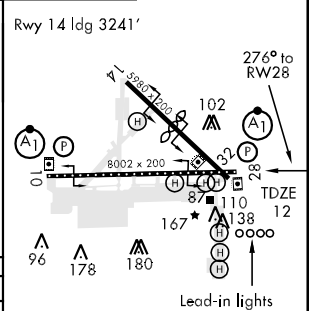
DME/DME RNP-0.3 NA.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C(5°F) and above 42°C(107°F).



EMERGENCY SAFE ALT 100 NM 2800



ELEV 20



CATEGORY	A	B	C	D
LNAV/ VNAV DA*	340-½ 328 (400-½)		340-¾ 328 (400-¾)	
LNAV MDA**	420-½ 408 (400-½)		420-¾ 408 (400-¾)	
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)

HIRL All Rwy
REIL Rwy 10-28, 32

TACAN RWY 10

TACAN	NIP
Chan	19

APCH CRS
087°

Rwy ldg	8002
TDZE	20
Arpt Elev	20

AL-209 [USN]

JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

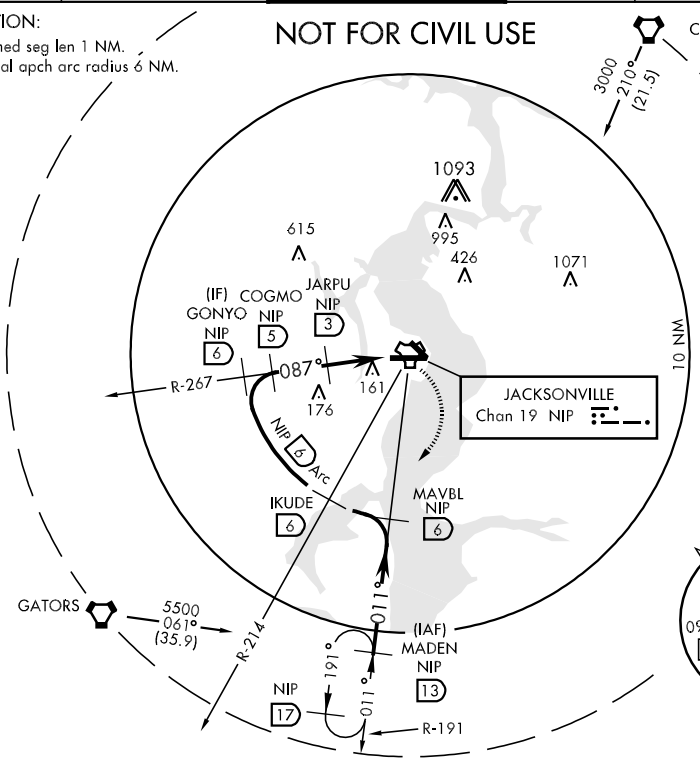
ALSF-1

MISSED APPROACH: Climbing right turn to 1800 via NIP R-191 to MADEN and hold.

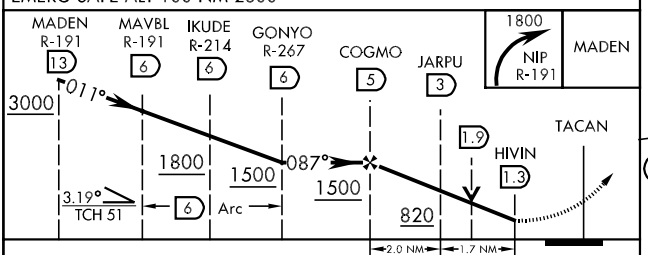
ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

CAUTION:
1. Intmed seg len 1 NM.
2. Initial apch arc radius 6 NM.

NOT FOR CIVIL USE



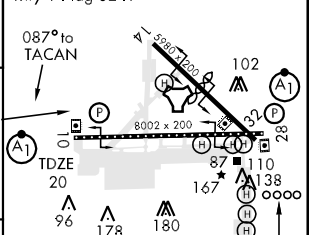
EMERG SAFE ALT 100 NM 2800



CATEGORY	A	B	C	D
S-10 *	420-½ 400 (400-½)		420-¾ 400 (400-¾)	
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)

ELEV 20

Rwy 14 ldg 3241'



HIRL All Rwy
REIL Rwy 10-28, 32

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 28

TACAN	APCH CRS	Rwy ldg	8002
Chan 19	286°	TDZE	12
		Arpt Elev	20

AL-209 [USN] JACKSONVILLE NAS (TOWERS FIELD) (KNIP)

▼* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

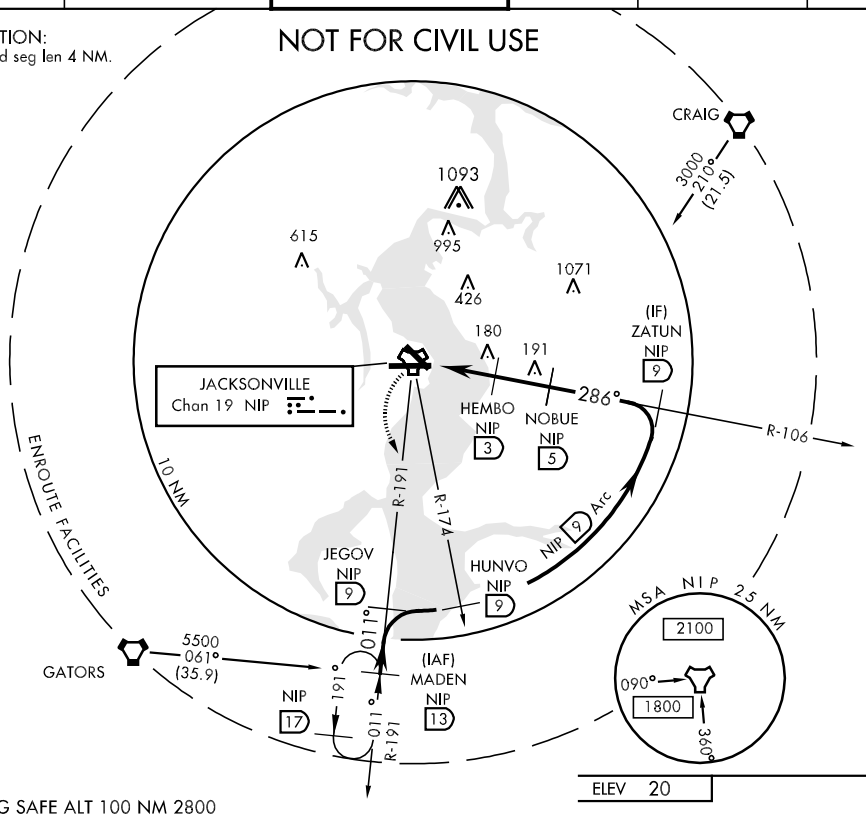
ALSF-1

MISSED APPROACH: Climb to 500 via R-106, then climbing left turn to 1800 via NIP TACAN R-191 to MADEN and hold.

ATIS	JACKSONVILLE APP CON	NAVY JACKSONVILLE TOWER	GND CON	CLNC DEL	ASR/PAR
281.0	123.8 377.05	120.0 340.2	128.6 336.4	134.775 353.675	

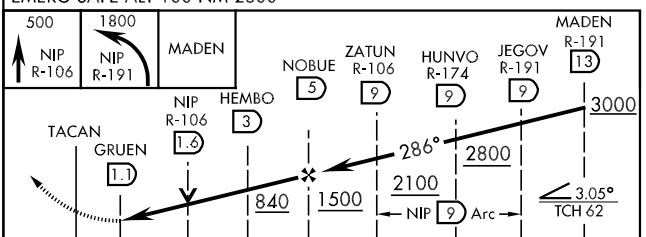
CAUTION:
Intmed seg len 4 NM.

NOT FOR CIVIL USE



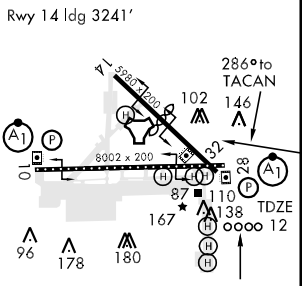
ELEV 20

EMERG SAFE ALT 100 NM 2800



CATEGORY	A	B	C	D
S-28*	400-½ 388 (400-½)		400-¾ 388 (400-¾)	
CIRCLING	480-1 460 (500-1)		480-1½ 460 (500-1½)	580-2 560 (600-2)

Rwy 14 ldg 3241'



HIRL All Rwy
REIL Rwy 10-28, 32

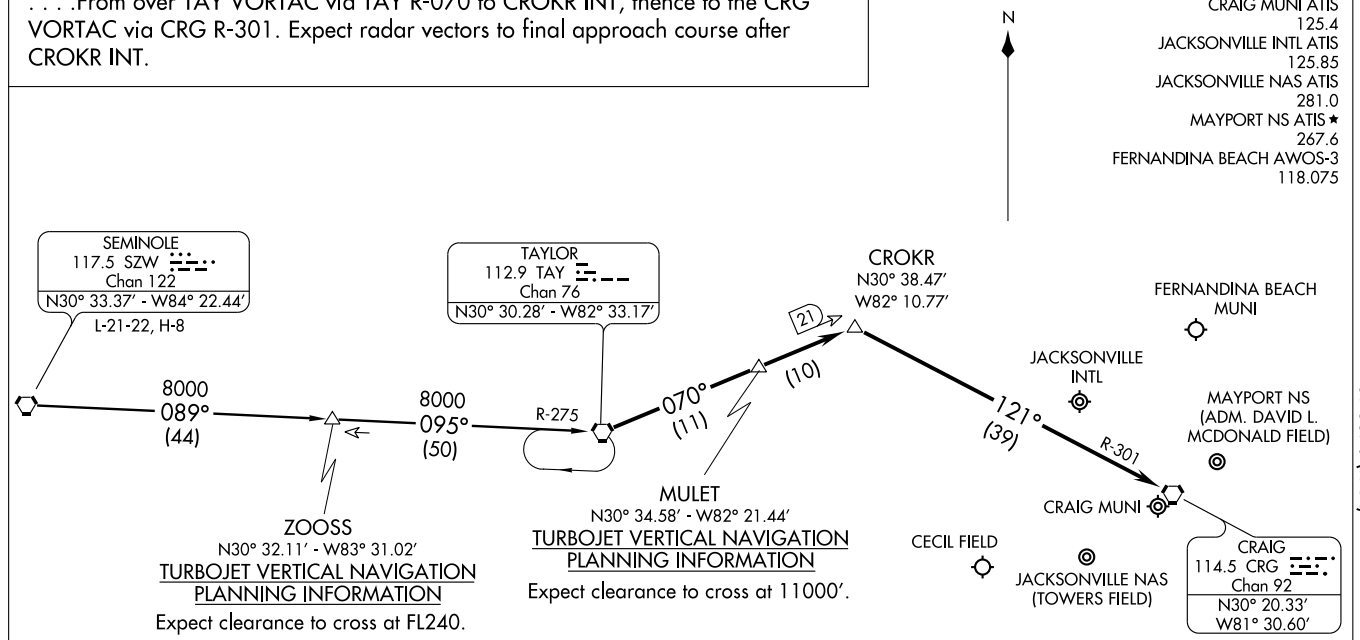
SE-3, 03 JUN 2010 to 01 JUL 2010

TAYLOR TWO ARRIVAL (TAY.TAY2)

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



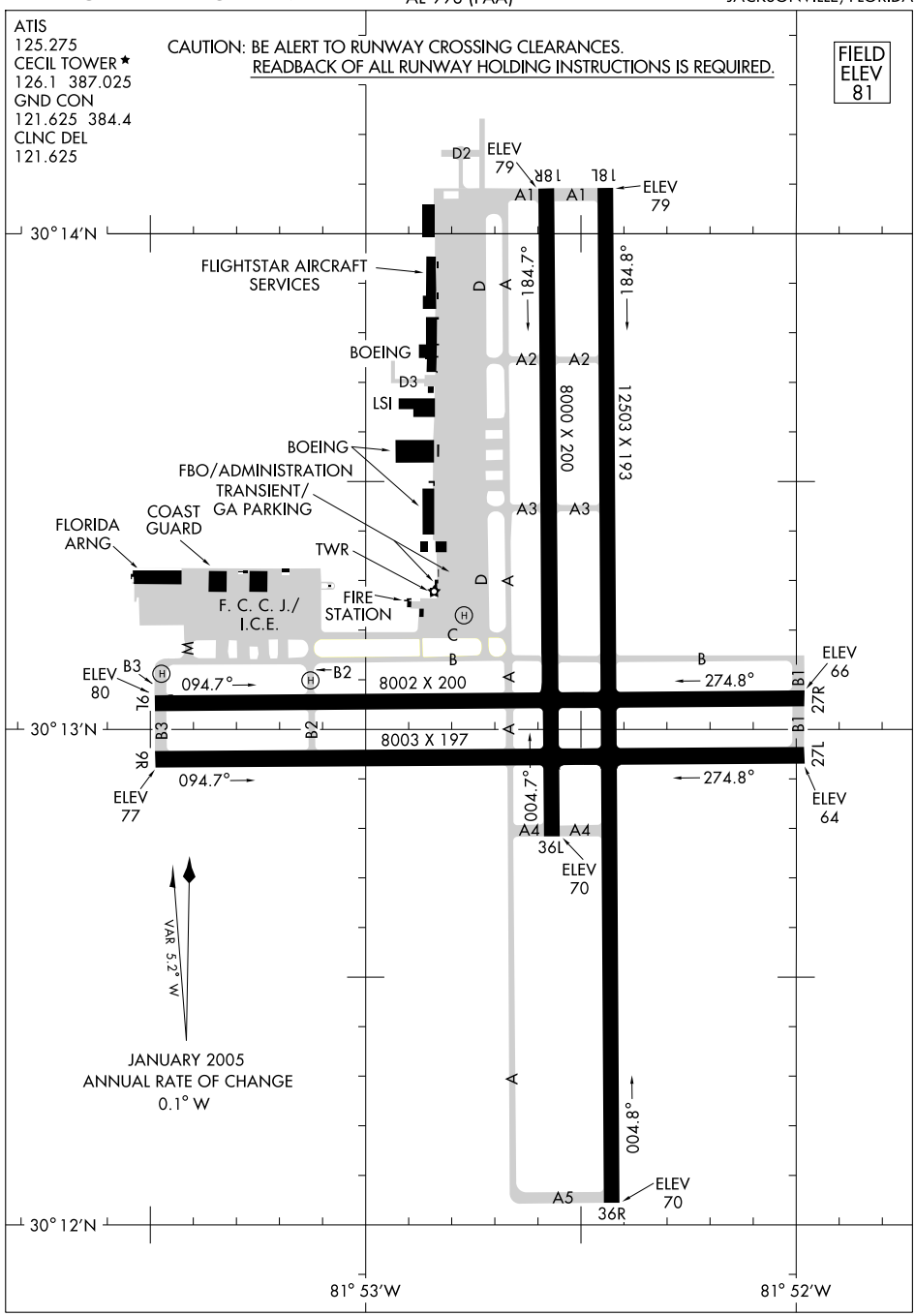
NOTE: DME Required.

NOTE: Chart not to scale.

AIRPORT DIAGRAM

AL-998 (FAA)

JACKSONVILLE/ CECIL FIELD (VQQ)
JACKSONVILLE, FLORIDA

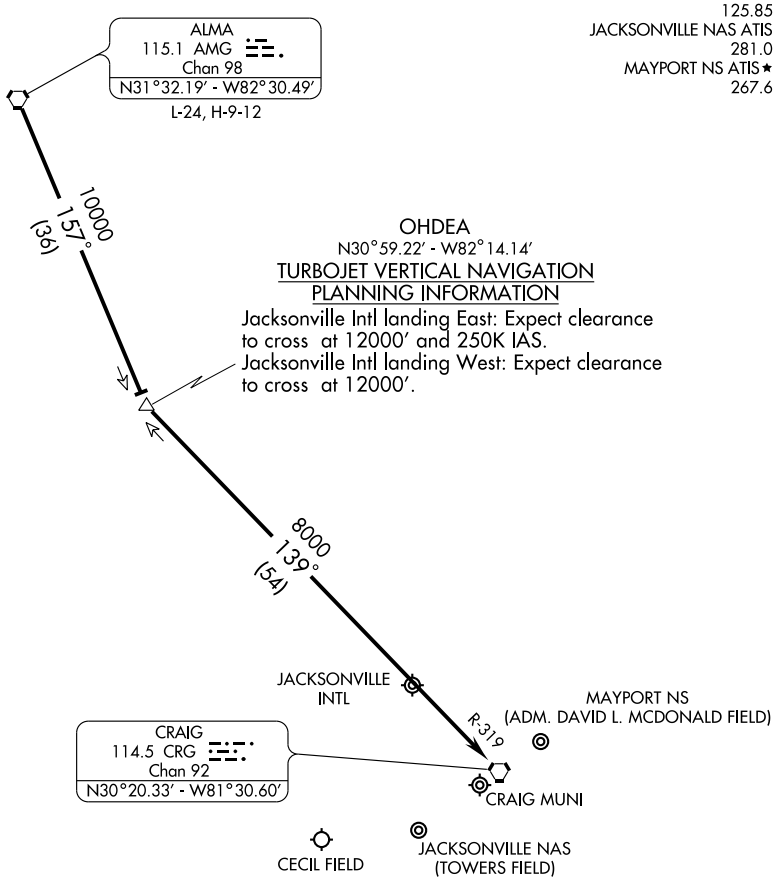


SE-3, 03 JUN 2010 to 01 JUL 2010

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

JACKSONVILLE, FLORIDA

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS★
267.6



NOTE: DME Required.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

JACKSONVILLE, FLORIDA AL-998 (FAA)

LOC/DME I-VQQ	APP CRS	Rwy Idg 12503
109.5	005°	TDZE 75
Chan 32		Apt Elev 81

ILS or LOC RWY 36R

JACKSONVILLE/CECIL FIELD (VQQ)

VDP NA with Jacksonville Intl altimeter setting. If local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DAs/MDAs 60 feet. For inoperative MALSR, increase S-ILS 36R Cat E visibility to ¾ and S-LOC 36R Cat E visibility to 1½. DME or RADAR required.

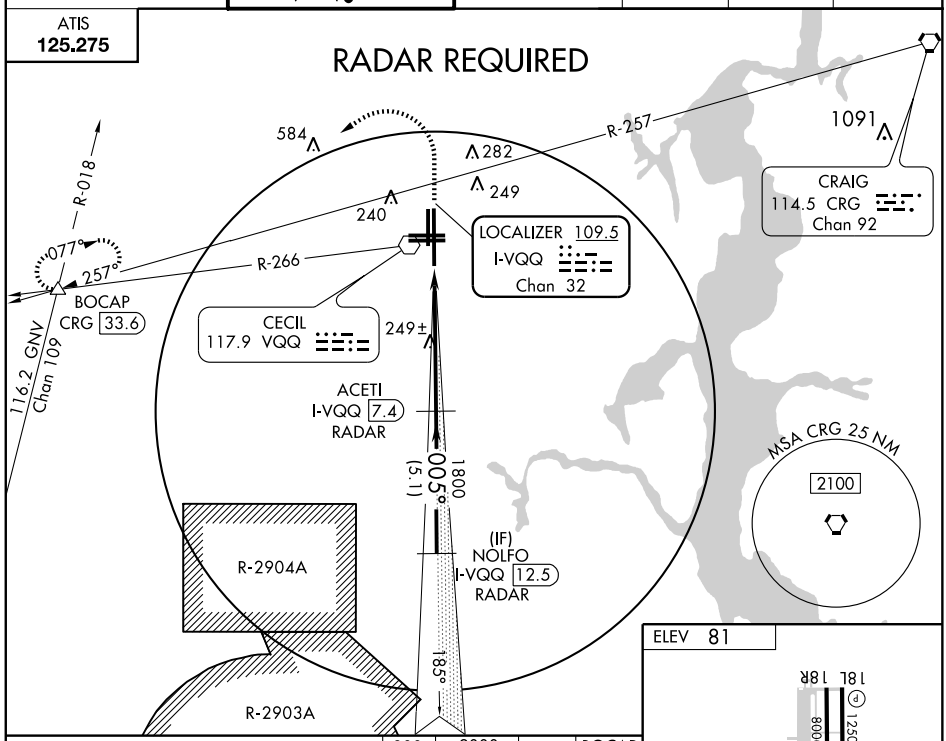
MALSR

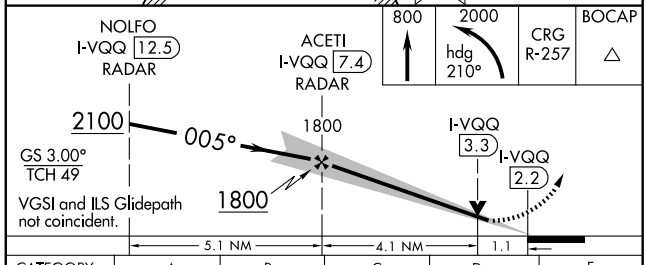
MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via heading 210° and CRG VORTAC R-257 to BOCAP INT/CRG 33.6 DME and hold.

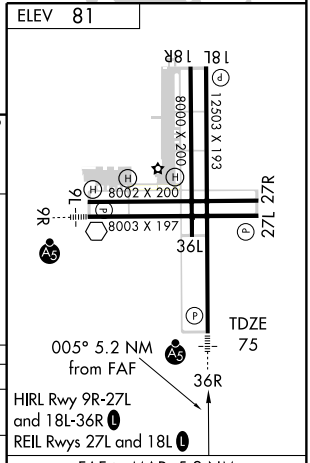
JACKSONVILLE APP CON	CECIL TOWER★	GND CON	CLNC DEL	GCO	UNICOM
123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725	122.95

ATIS 125.275

RADAR REQUIRED







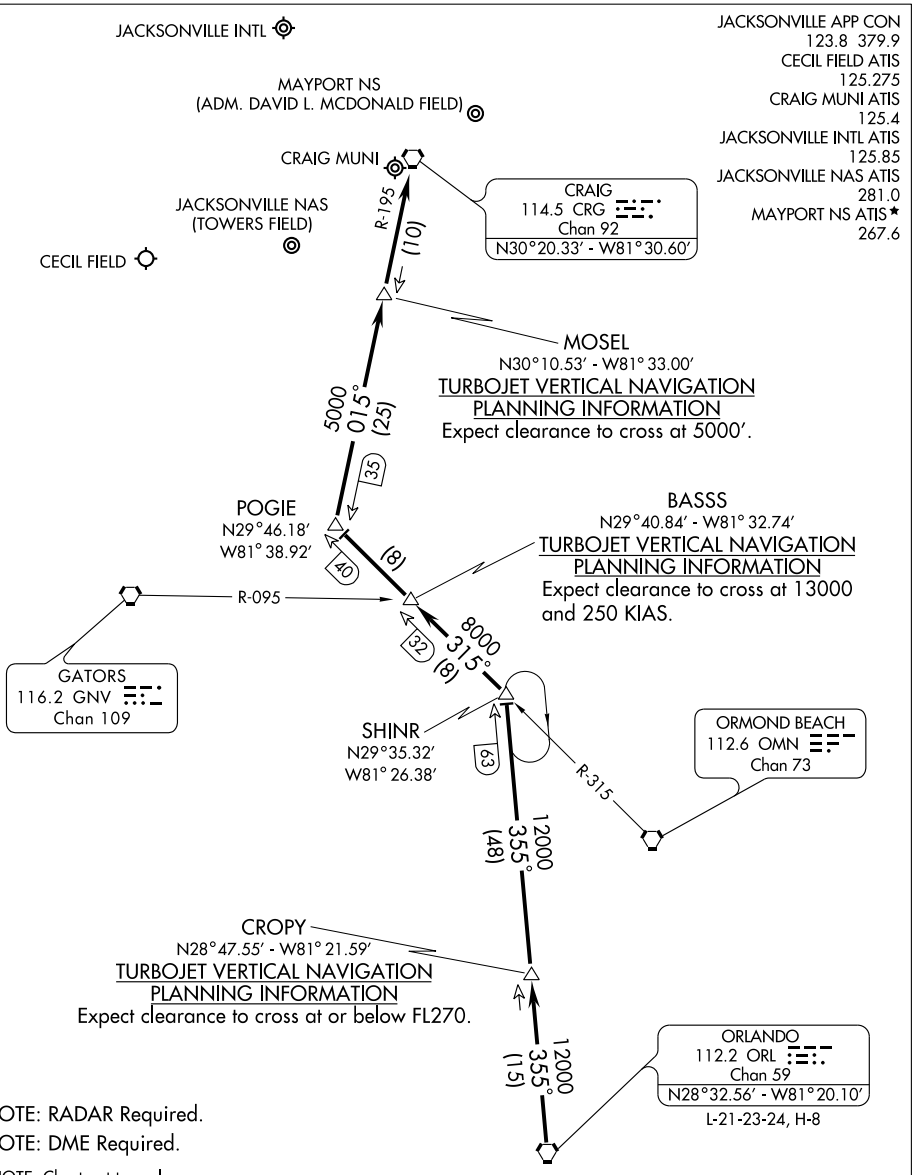
CATEGORY	A	B	C	D	E
S-ILS 36R	275-½ 200 (200-½)				
S-LOC 36R	500-½ 425 (500-½)		500-¾ 425 (500-¾)		500-1 425 (500-1)
CIRCLING	540-1 459 (500-1)		560-1½ 479(500-1½)	640-2 559 (600-2)	

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

SE-3, 03 JUN 2010 to 01 JUL 2010

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	12503
CH 56616	185°	TDZE	79
W18A		Apt Elev	80

RNAV (GPS) RWY 18L

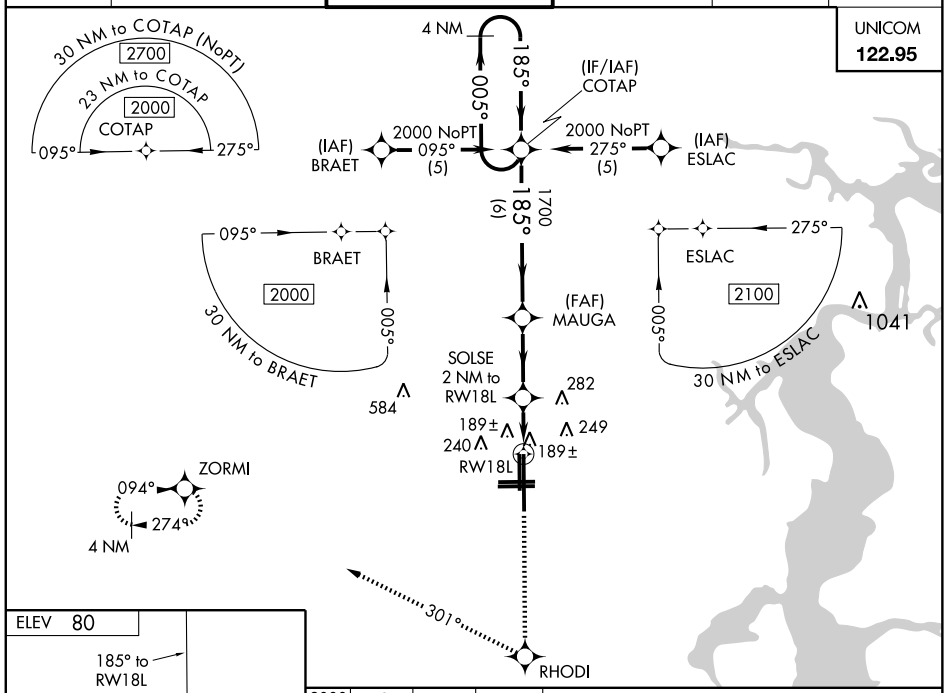
JACKSONVILLE/ CECIL FIELD (VQQ)

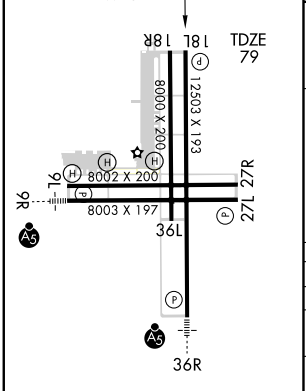
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all DA 52 feet and all MDA 60 feet, and increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct RHODI and right turn on track 301° to ZORMI and hold.

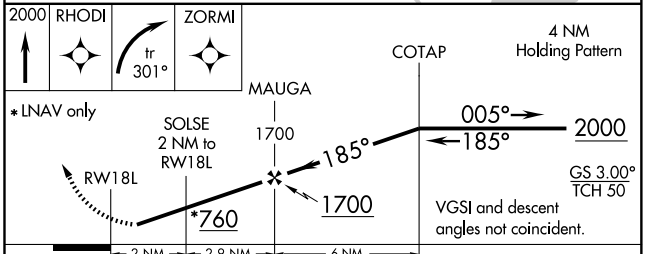
ATIS	JACKSONVILLE APP CON	CECIL TOWER ★	GND CON	CLNC DEL	GCO
125.275	123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725

UNICOM 122.95





REIL Rwys 27L and 18L L
HIRL Rwy 9R-27L and 18L-36R L



CATEGORY	A	B	C	D
LPV DA	329-1 250 (300-1)			
LNAV/ VNAV DA	489-1 ½ 410 (500-1½)			
LNAV MDA	440-1 361 (400-1)			440-1¼ 361 (400-1¼)
CIRCLING	540-1 460 (500-1)		560-1½ 480 (500-1½)	640-2 560 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	12503
005°	TDZE	70
	Apt Elev	80

RNAV (GPS) RWY 36R

JACKSONVILLE/ CECIL FIELD (VQQ)

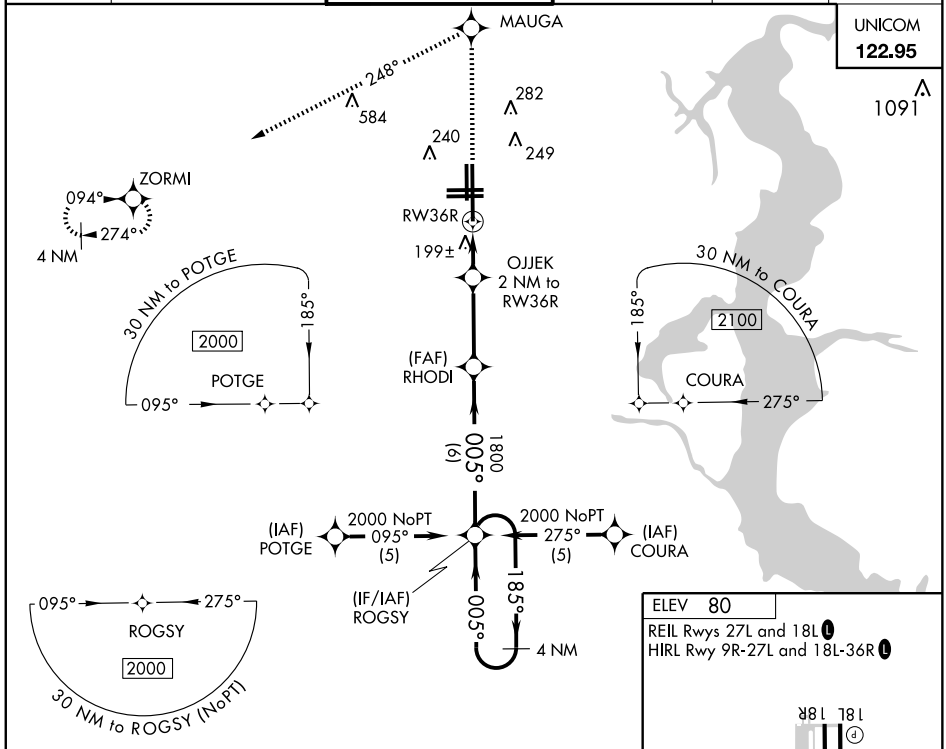
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville Intl altimeter setting and increase all MDA 60 feet. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile. Inoperative table does not apply to LNAV Cats A, B and C. For inoperative MALSR when using Jacksonville Intl altimeter setting, increase LNAV Cat C visibility to 1¼ mile and Cat D visibility to 1½ mile.

MALSR

MISSED APPROACH: Climb to 2000 direct MAUGA and left turn on track 248° to ZORMI and hold.

ATIS	JACKSONVILLE APP CON	CECIL TOWER★	GND CON	CLNC DEL	GCO
125.275	123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725

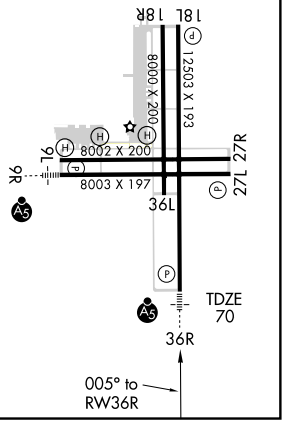
UNICOM 122.95

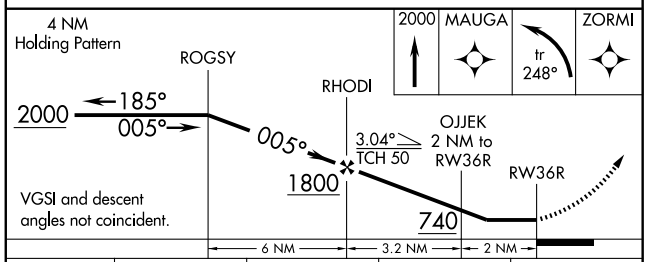


ELEV 80

REIL Rwys 27L and 18L L

HIRL Rwy 9R-27L and 18L-36R L





CATEGORY	A	B	C	D
LNAV MDA	460-1 390 (400-1)			
CIRCLING	540-1 460 (500-1)		560-1½ 480 (500-1½)	640-2 560 (600-2)

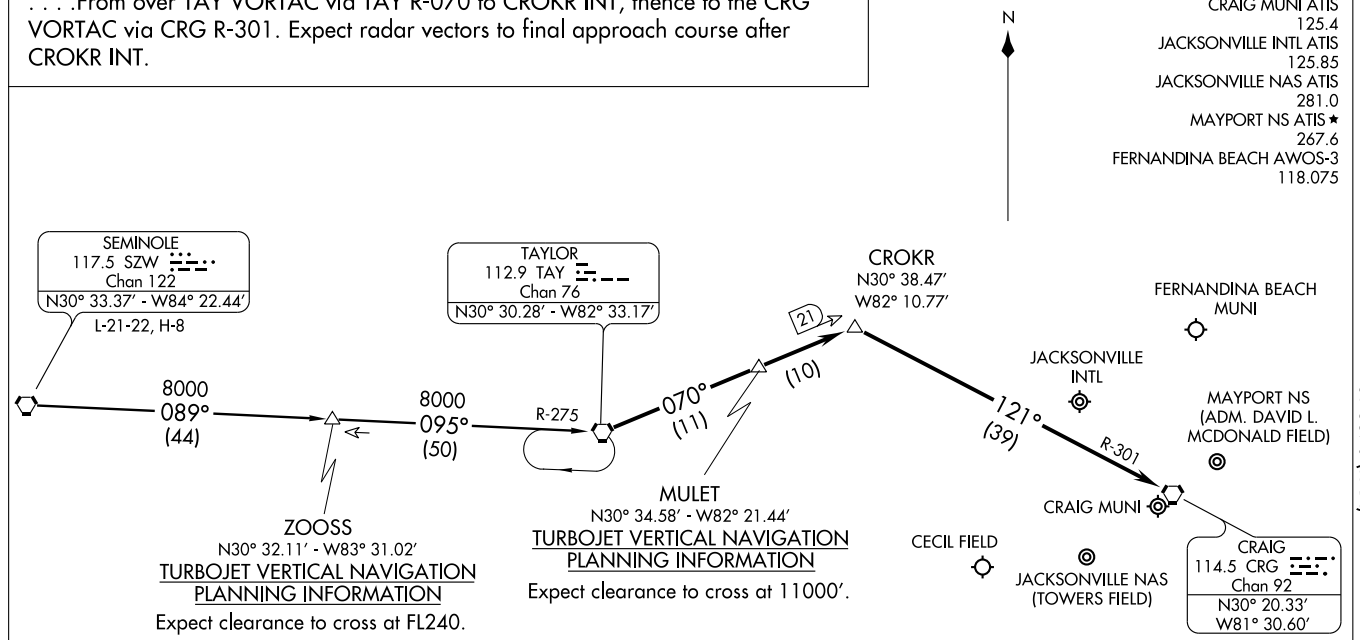
SE-3. 03 JUN 2010 to 01 JUL 2010

TAYLOR TWO ARRIVAL (TAY.TAY2)

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

NOTE: Chart not to scale.

VORTAC VQQ	APP CRS	Rwy Idg	8003
117.9	109°	TDZE	78
		Apt Elev	81

VOR RWY 9R

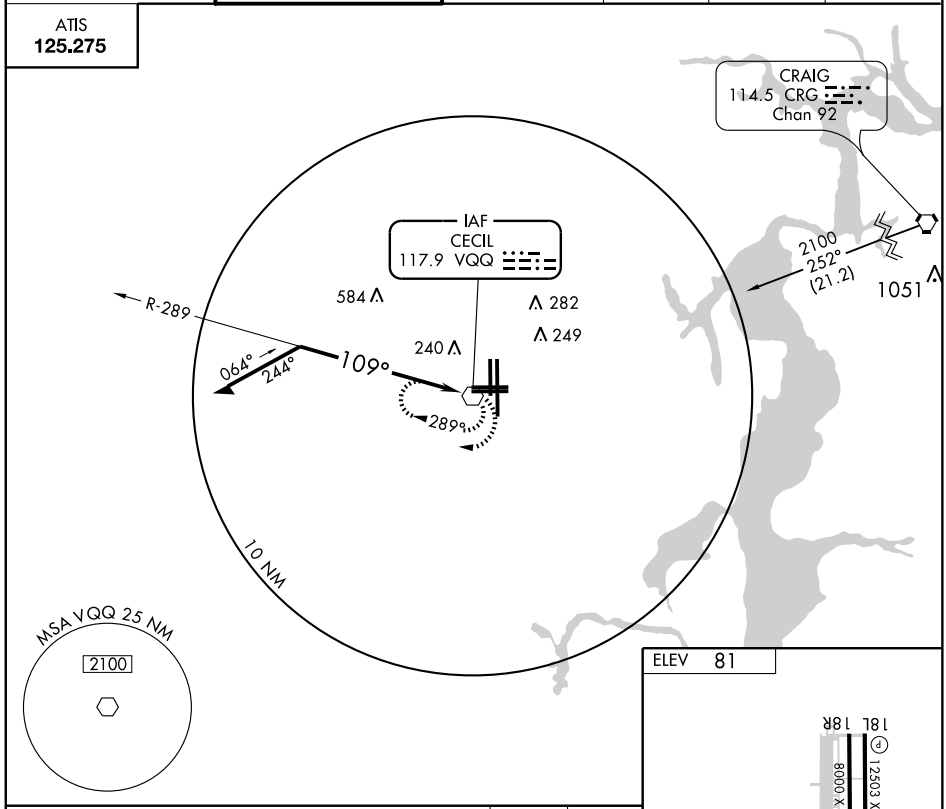
JACKSONVILLE/ CECIL FIELD (VQQ)

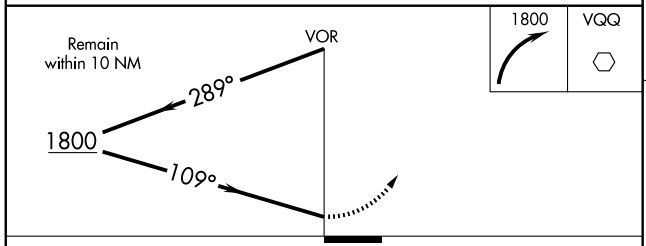
MALSR

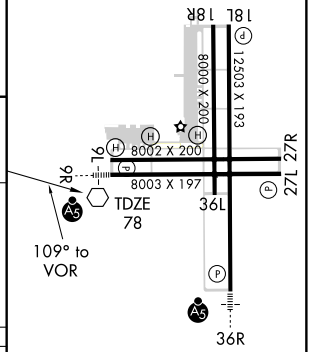
MISSED APPROACH: Climbing right turn to 1800 in VQQ VOR holding pattern.

JACKSONVILLE APP CON	CECIL TOWER★	GND CON	CLNC DEL	GCO	UNICOM
123.8 284.6	126.1 (CTAF) L 387.025	121.625 384.4	121.625	121.725	122.95

ATIS 125.275







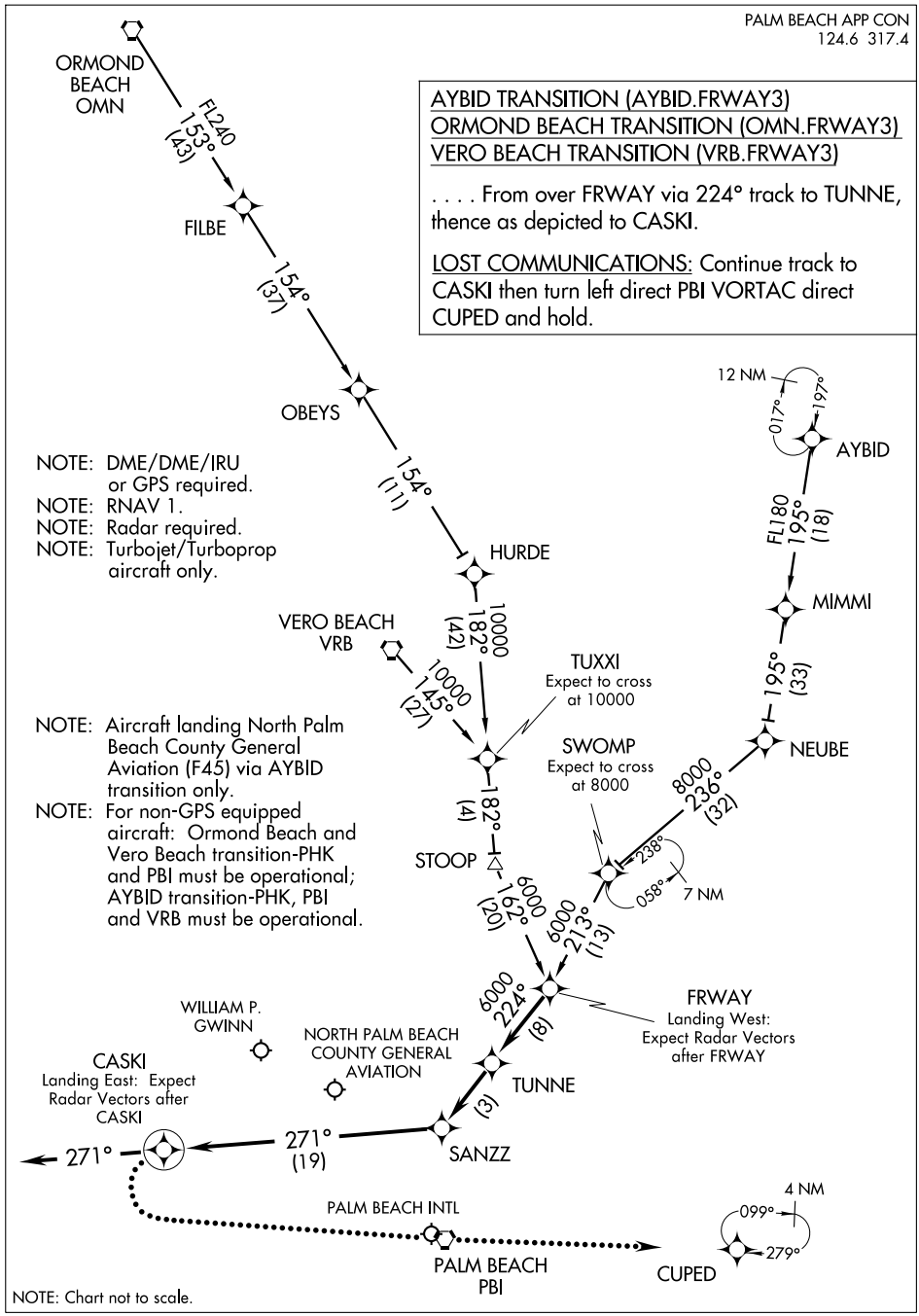
CATEGORY	A	B	C	D
S-9R	640-1	562 (600-1)	640-1½ 562 (600-1½)	640-1¾ 562 (600-1¾)
CIRCLING	640-1	559 (600-1)	640-1½ 559 (600-1½)	640-2 559 (600-2)

HIRL Rwy 9R-27L and 18L-36R L
REIL Rwys 27L and 18L L

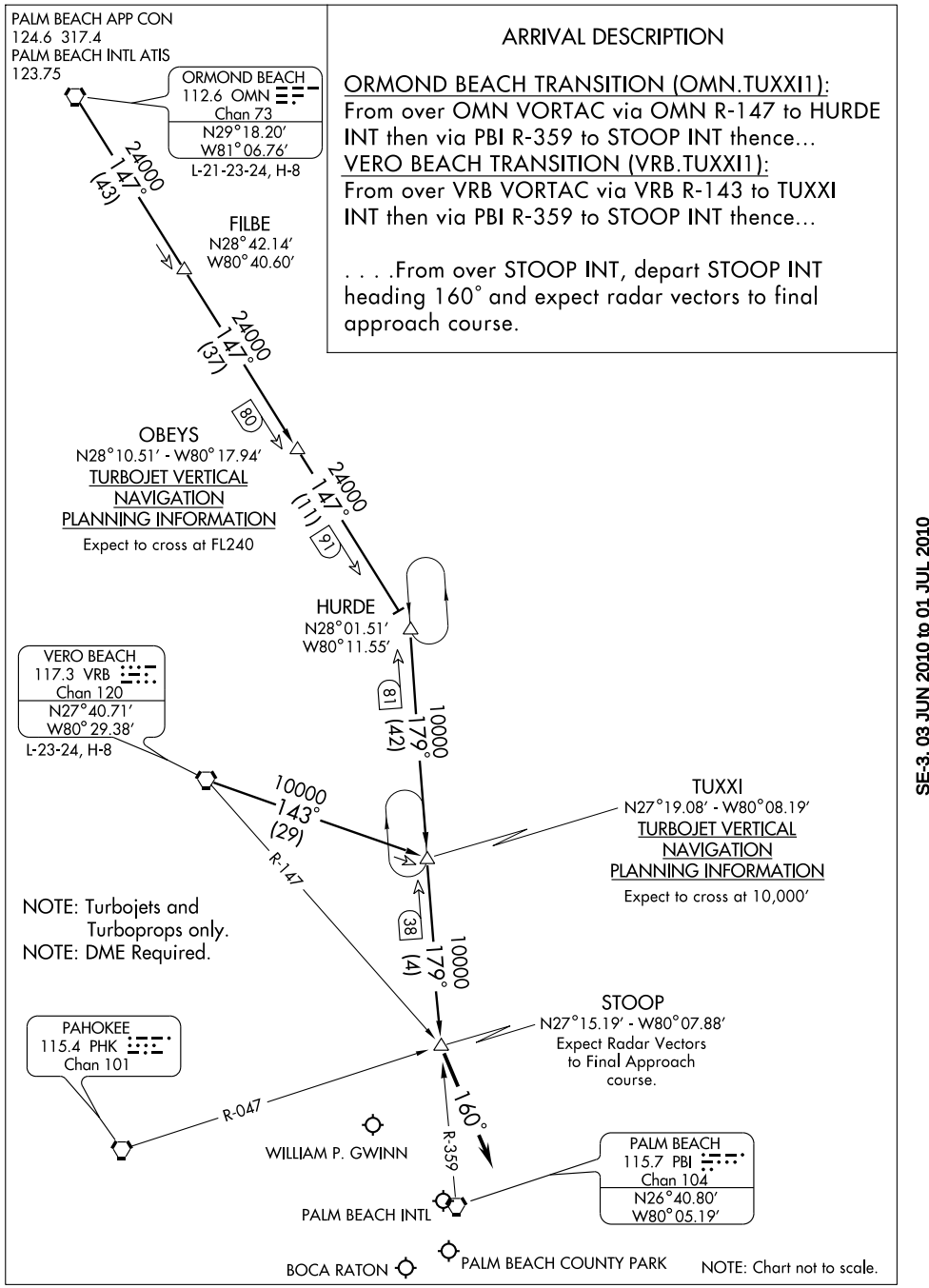
SE-3, 03 JUN 2010 to 01 JUL 2010

FRWAY THREE ARRIVAL (RNAV)

WEST PALM BEACH, FLORIDA



TUXXI ONE ARRIVAL

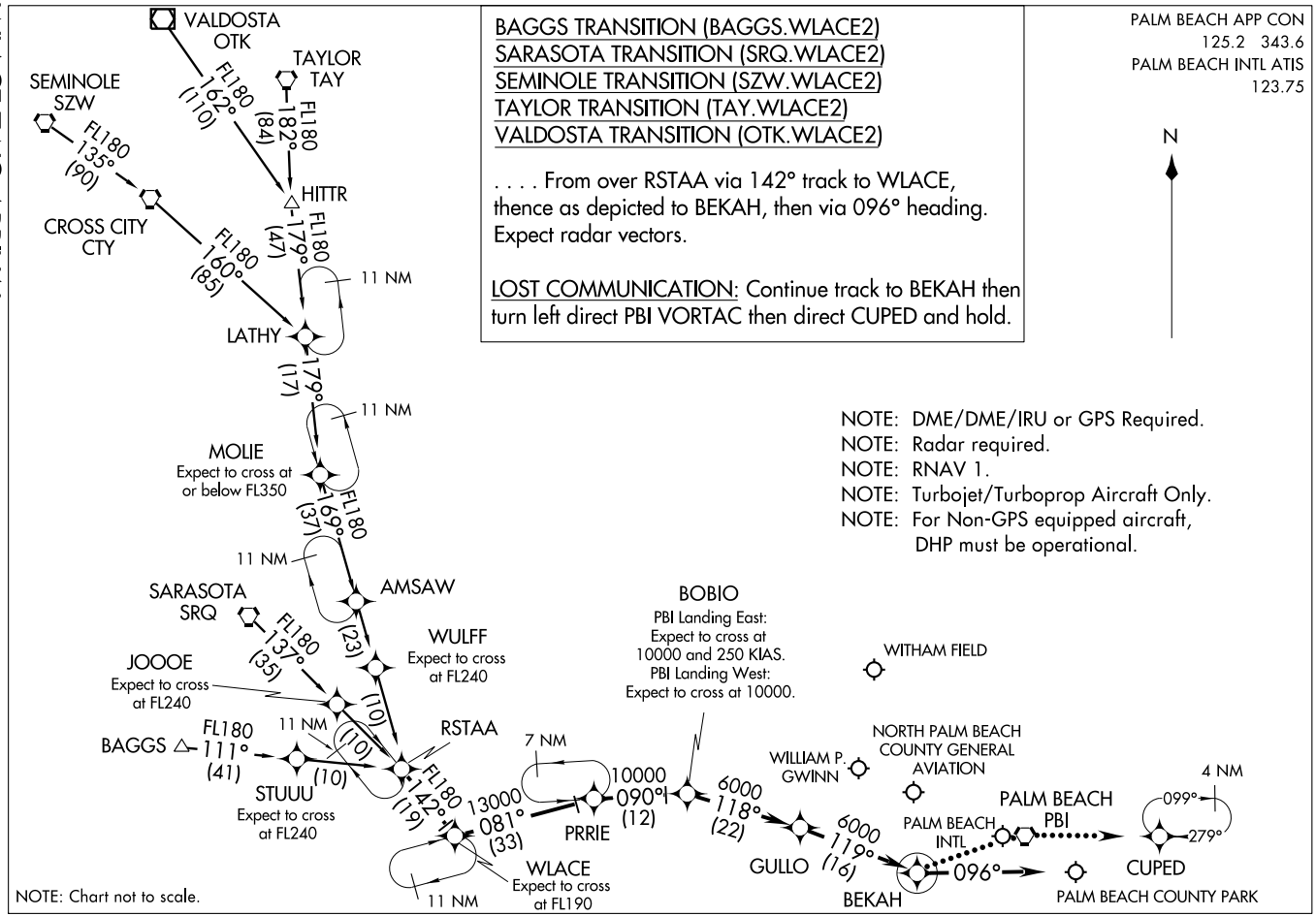


ARRIVAL DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI1):
From over OMN VORTAC via OMN R-147 to HURDE INT then via PBI R-359 to STOOP INT thence...

VERO BEACH TRANSITION (VRB.TUXXI1):
From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence...

. . . .From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.



(WLACE.WLACE2) 10098

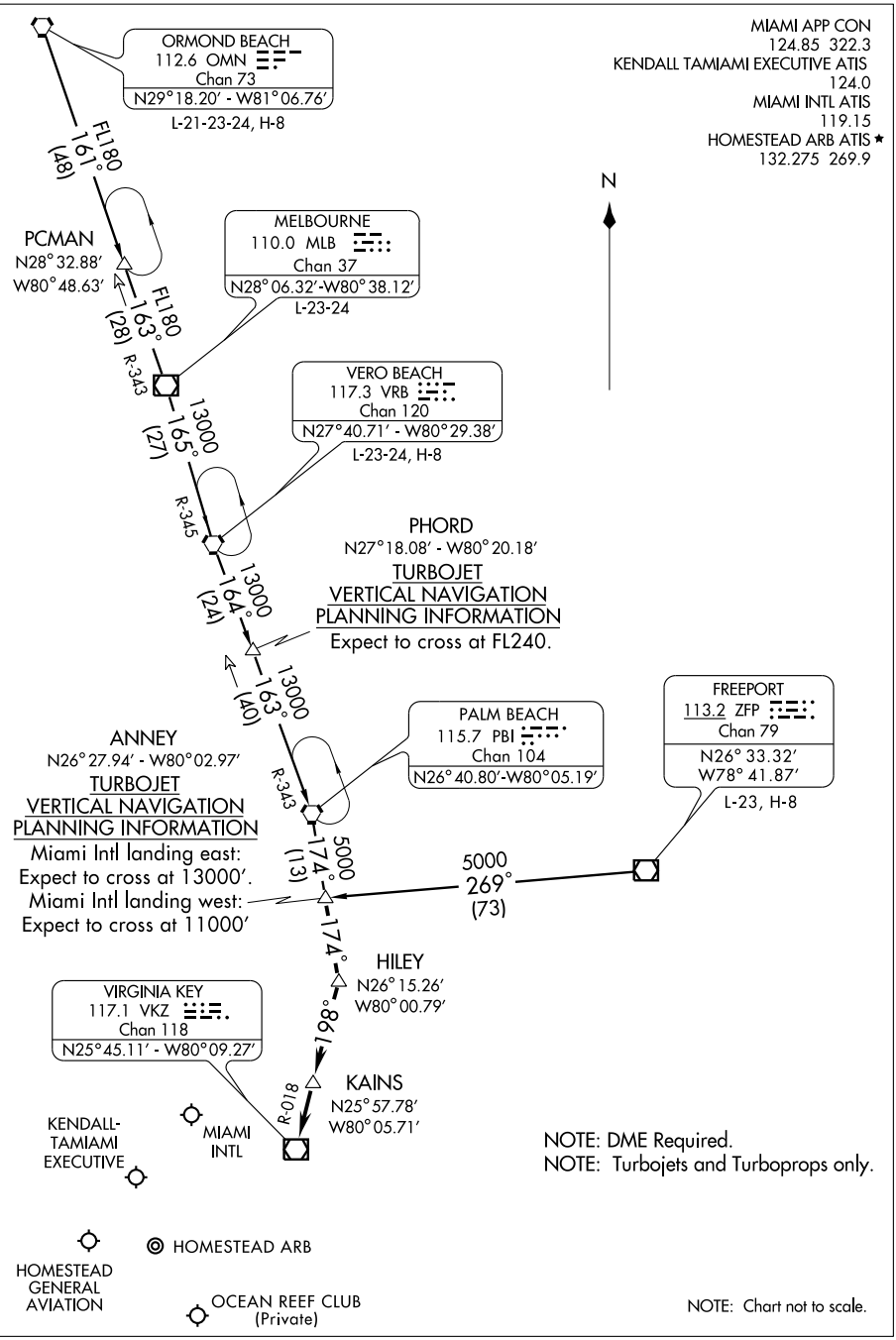
WLACE TWO ARRIVAL (RNAV)

ST-449 (FAA)

WEST PALM BEACH, FLORIDA

ANNEY ONE ARRIVAL

MIAMI, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

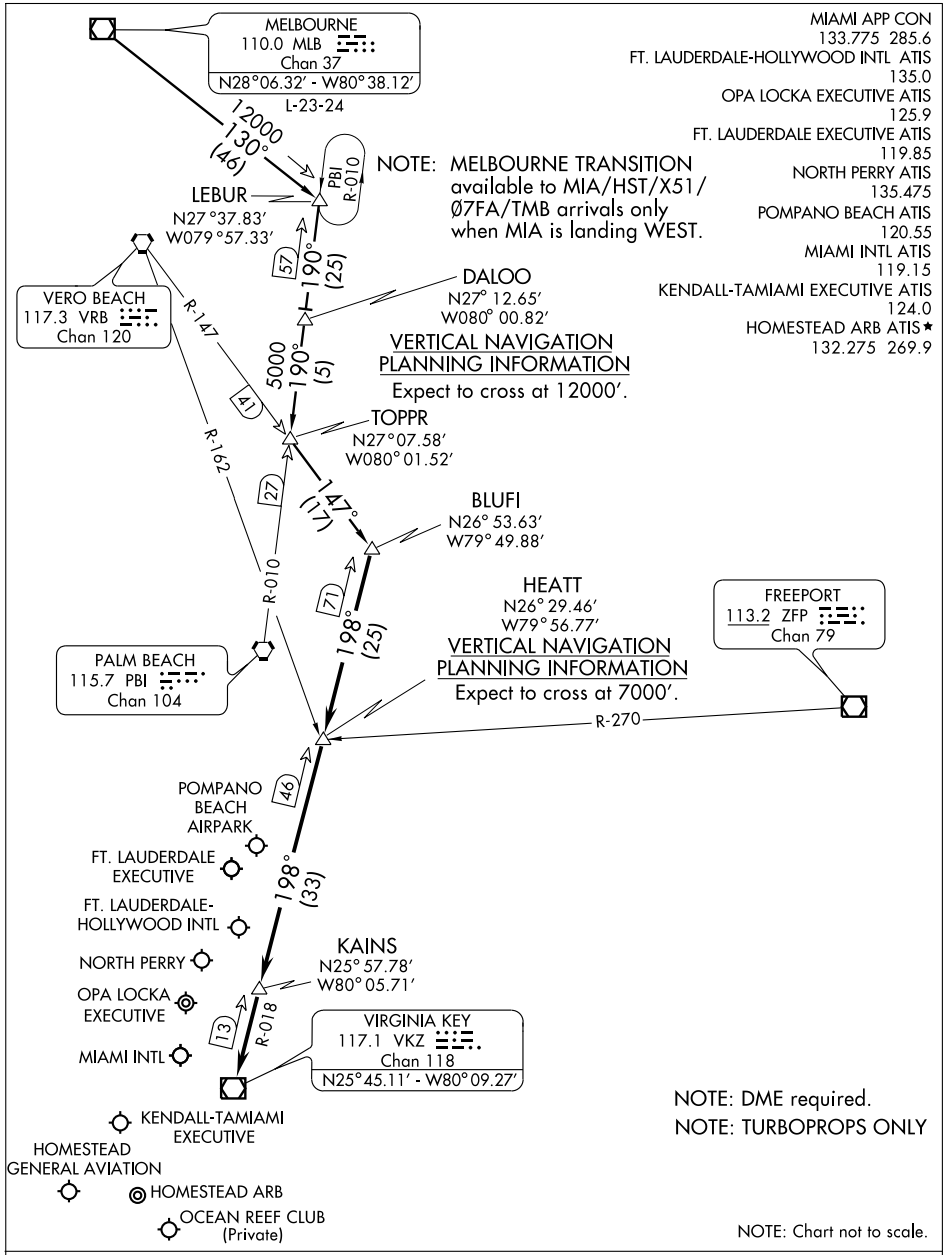
ANNEY ONE ARRIVAL (ANNEY.ANNEY1)

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 03 JUN 2010 to 01 JUL 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

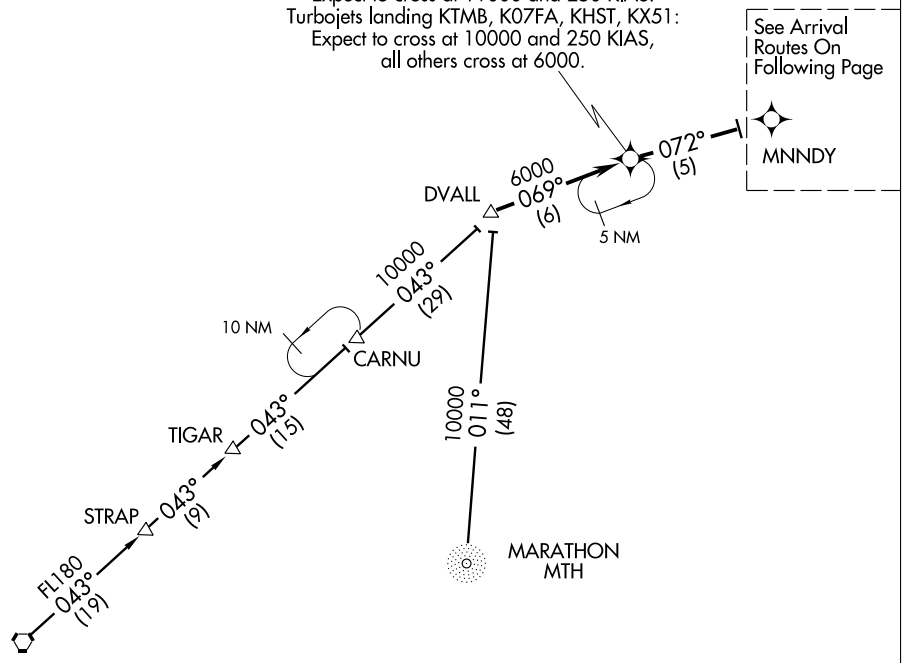
CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.

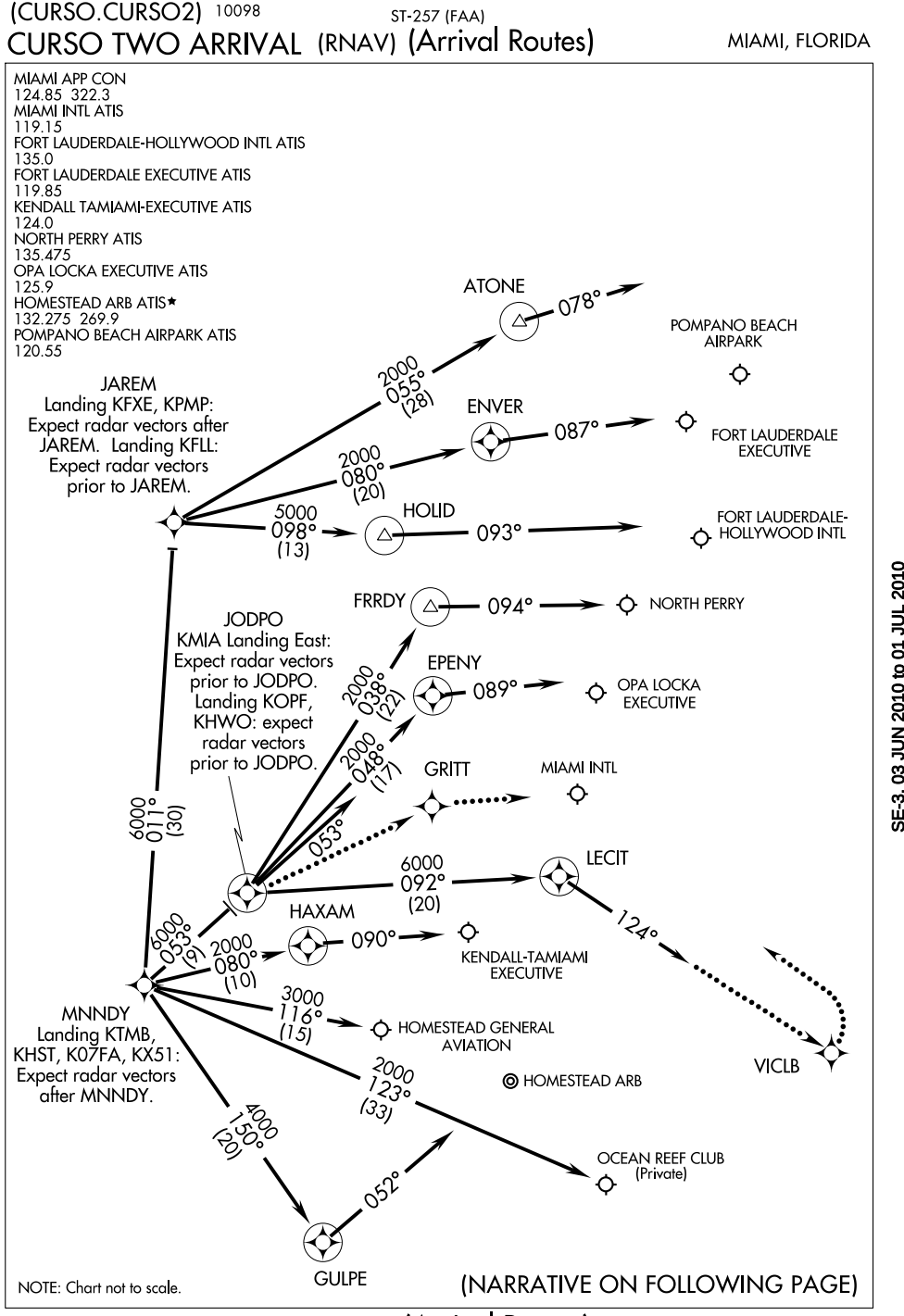


NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

CURSO TWO ARRIVAL (RNAV) (Arrival Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

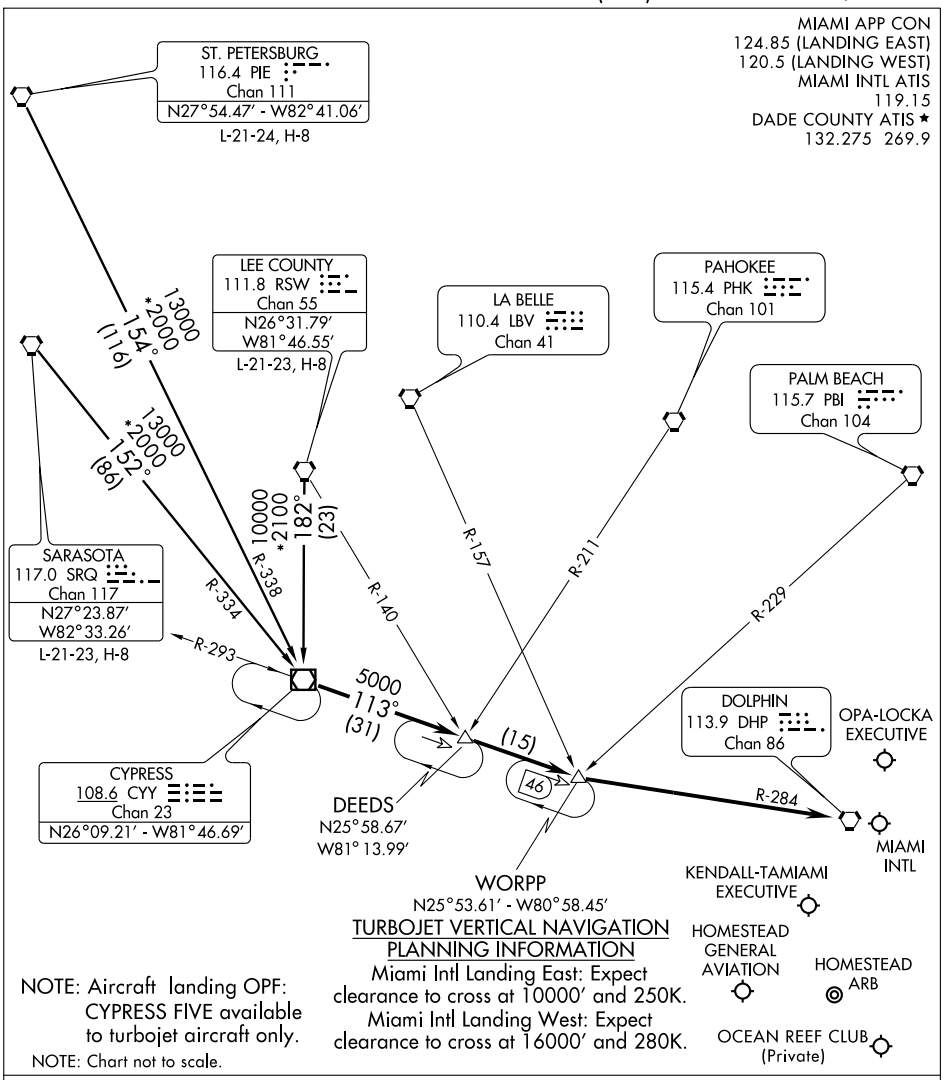
KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

CYPRESS FIVE ARRIVAL

ST-257 (FAA)

MIAMI, FLORIDA



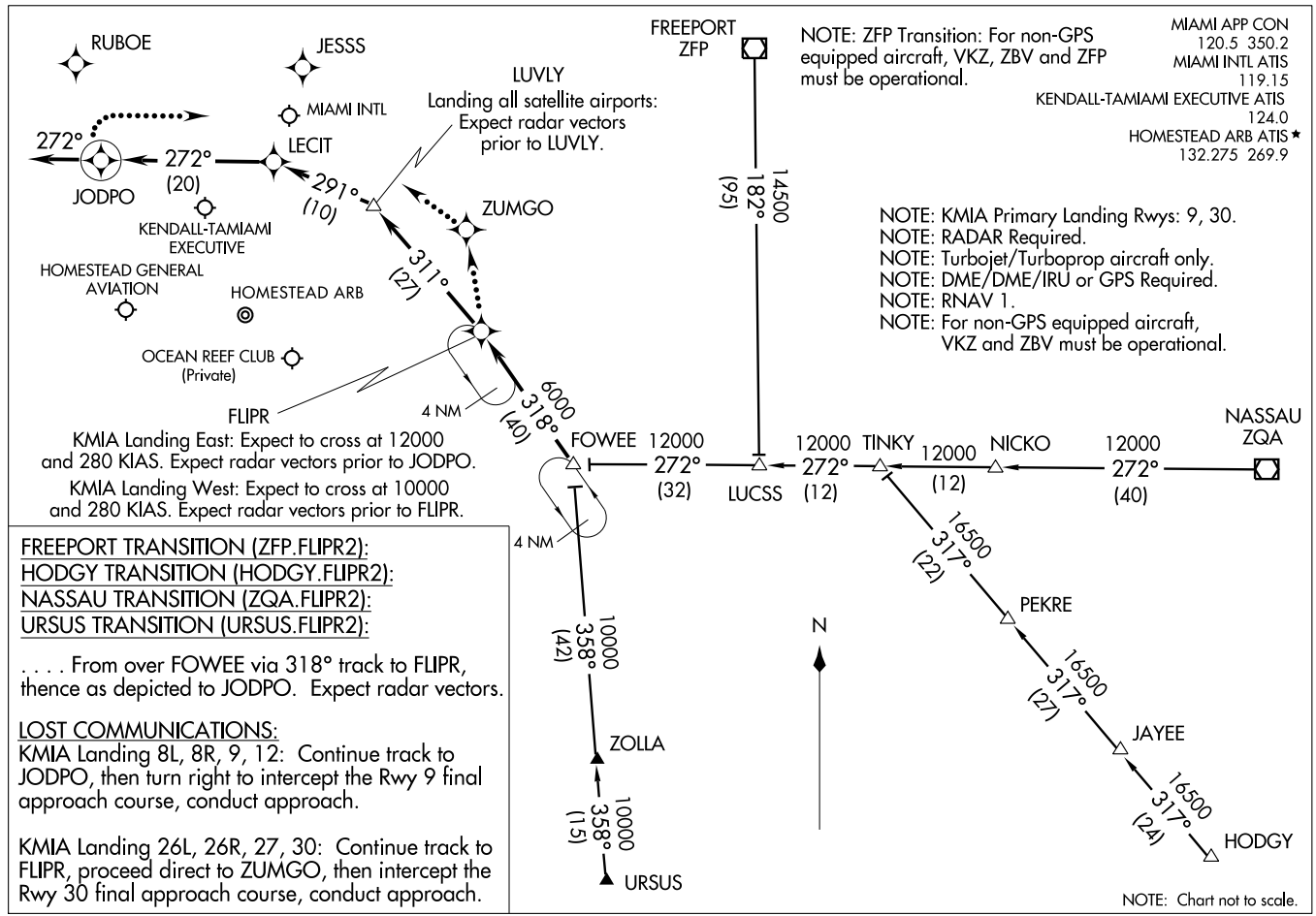
LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

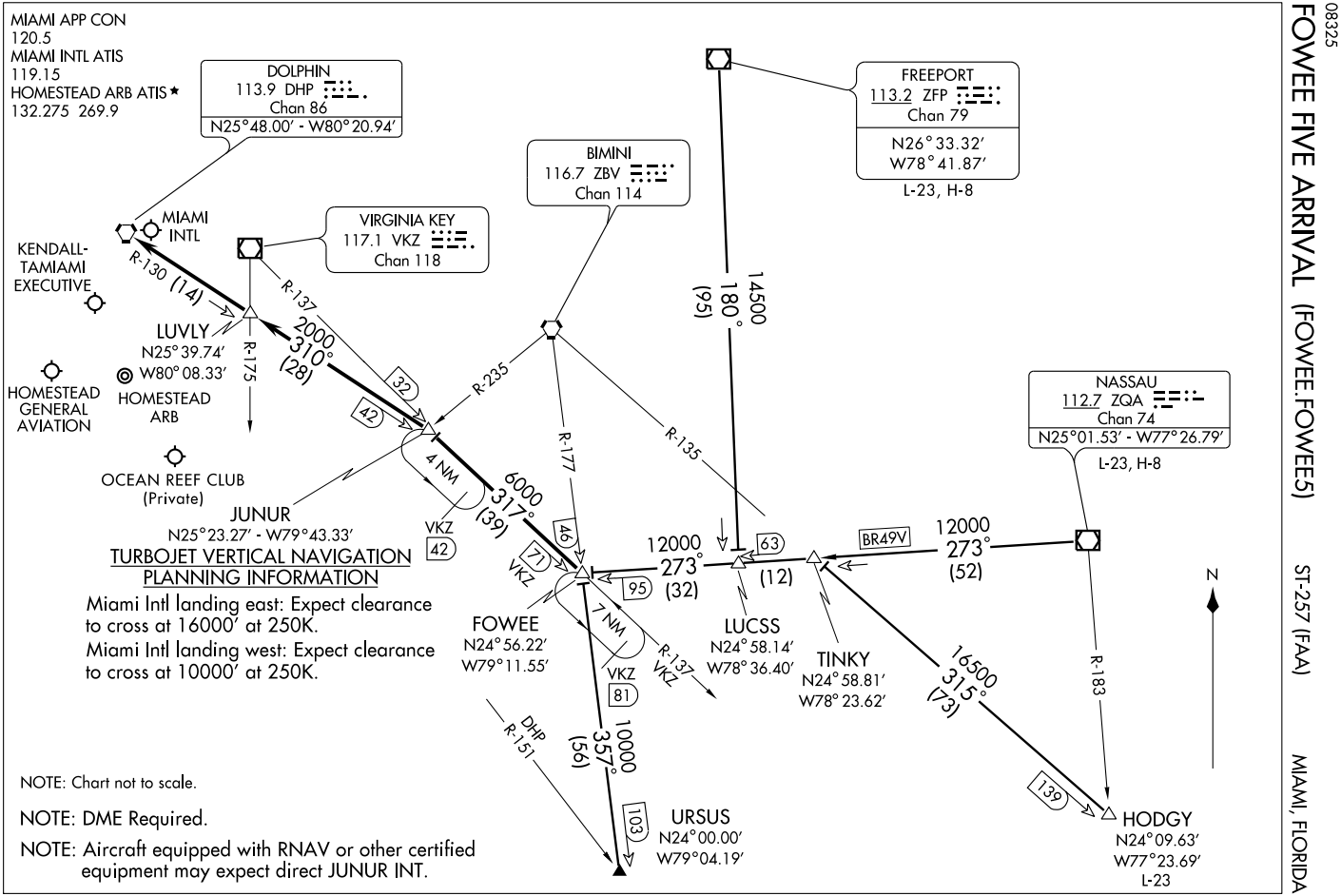
SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

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FLIPR TWO ARRIVAL (RNAV)
(FLIPR.FLIPR2) 10098
SI-257 (FAA)
MIAMI, FLORIDA
MIAMI APP CON
120.5 350.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9
NOTE: ZFP Transition: For non-GPS equipped aircraft, VKZ, ZBV and ZFP must be operational.
NOTE: KMIA Primary Landing Rwys: 9, 30.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft, VKZ and ZBV must be operational.
RUBOE
JESSS
MIAMI INTL
LECIT
JODPO
272°
272°
(20)
291°
(10)
LUVLY
Landing all satellite airports:
Expect radar vectors prior to LUVLY.
ZUMGO
311°
(27)
KENDALL-TAMIAMI EXECUTIVE
HOMESTEAD GENERAL AVIATION
HOMESTEAD ARB
OCEAN REEF CLUB
(Private)
FLIPR
4 NM
6000
318°
(40)
KMIA Landing East: Expect to cross at 12000 and 280 KIAS. Expect radar vectors prior to JODPO.
KMIA Landing West: Expect to cross at 10000 and 280 KIAS. Expect radar vectors prior to FLIPR.
FREEPORT
ZFP
14500
182°
(95)
FOWEE
12000
272°
(32)
LUCSS
12000
272°
(12)
TINKY
12000
NICKO
12000
272°
(40)
NASSAU
ZQA
4 NM
10000
358°
(42)
ZOLLA
10000
358°
(15)
URSUS
16500
317°
(22)
PEKRE
16500
317°
(27)
JAYEE
16500
317°
(24)
HODGY
N
NOTE: Chart not to scale.
FREEPORT TRANSITION (ZFP.FLIPR2):
HODGY TRANSITION (HODGY.FLIPR2):
NASSAU TRANSITION (ZQA.FLIPR2):
URSUS TRANSITION (URSUS.FLIPR2):
. . . . From over FOWEE via 318° track to FLIPR, thence as depicted to JODPO. Expect radar vectors.
LOST COMMUNICATIONS:
KMIA Landing 8L, 8R, 9, 12: Continue track to JODPO, then turn right to intercept the Rwy 9 final approach course, conduct approach.
KMIA Landing 26L, 26R, 27, 30: Continue track to FLIPR, proceed direct to ZUMGO, then intercept the Rwy 30 final approach course, conduct approach.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Miami Intl landing east: Expect clearance to cross at 16000′ at 250K.

Miami Intl landing west: Expect clearance to cross at 10000′ at 250K.

NOTE: Chart not to scale.

NOTE: DME Required.

NOTE: Aircraft equipped with RNAV or other certified equipment may expect direct JUNUR INT.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .

URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

FREEPORT TRANSITION (ZFP.HILEY2):
JORAY TRANSITION (JORAY.HILEY2):
ORMOND BEACH TRANSITION (OMN.HILEY2):
. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.
KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN
FL240 166° (48)
14 NM
PCMAN
FL240 166° (28)
MELBOURNE MLB
FL180 168° (27)
165° 345°
VERO BEACH VRB
13000 165° (24)
PHORD
5000 165° (40)
PALM BEACH PBI
5 NM
5000 176° (13)
ANNEY
KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.
5000 176° (13)
6000 229° (11)
BOYUR
HILEY
5000 199° (18)
CIMBA
JESSS
271° RUBOE
271° (31)
255° (6)
243° (5)
KAINS
HOXIL
MIAMI INTL
JODPO
LECIT
KENDALL-TAMIAMI EXECUTIVE
HOMESTEAD ARB
HOMESTEAD GENERAL AVIATION
OCEAN REEF CLUB (Private)

12 NM
JORAY
FL180 200° (74)
OSOGY
FL180 200° (30)
ENVOY
10000 212° (9)
FREEPORT ZFP
YOSSI
10000 274° (50)
10000 242° (7)
063° 243°
10000 243° (9)
MILSY
KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.
NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

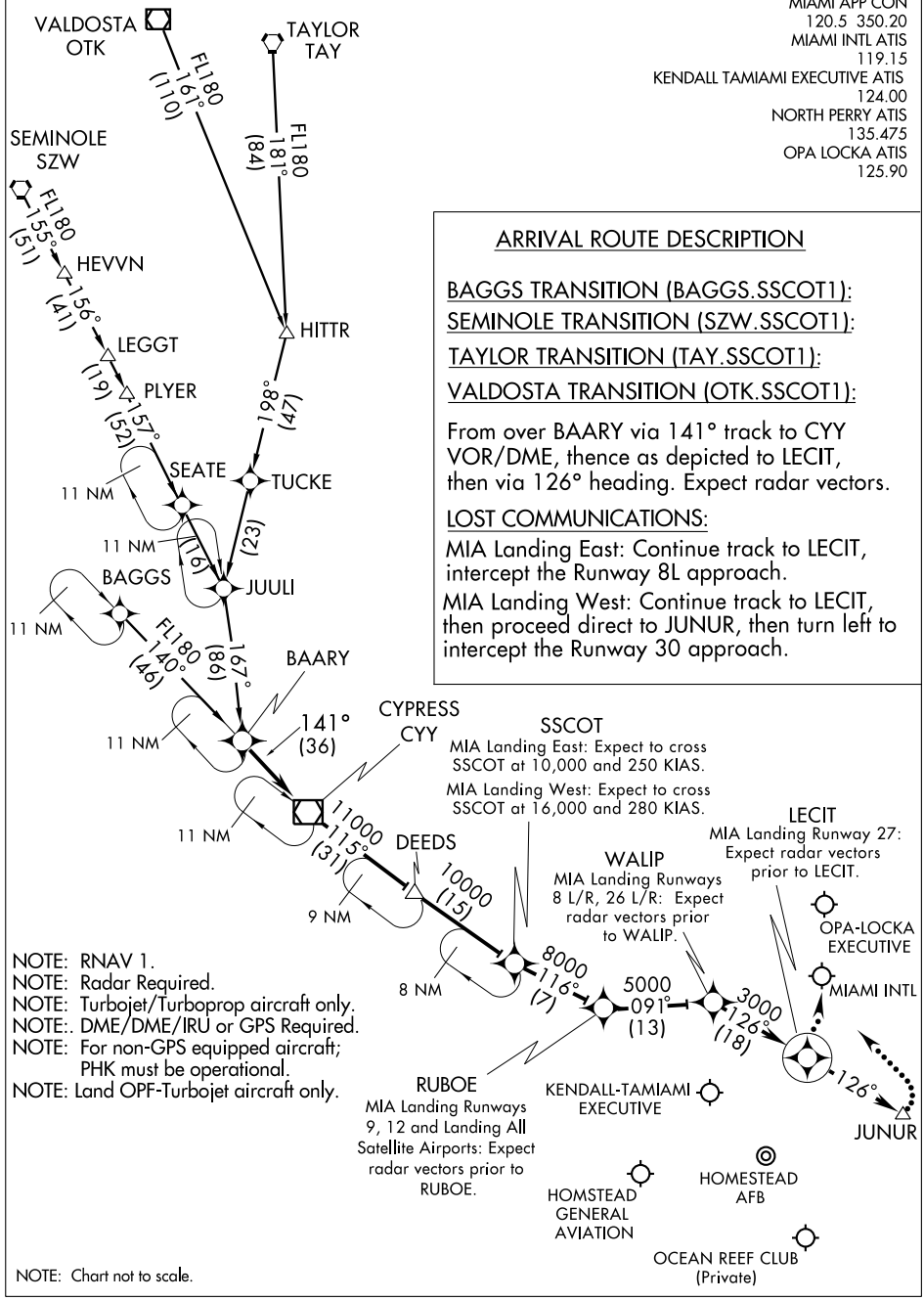
(SSCOT.SSCOT1) 08325

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA

MIAMI APP CON
120.5 350.20
MIAMI INTL ATIS
119.15
KENDALL TAMIAMI EXECUTIVE ATIS
124.00
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.90



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

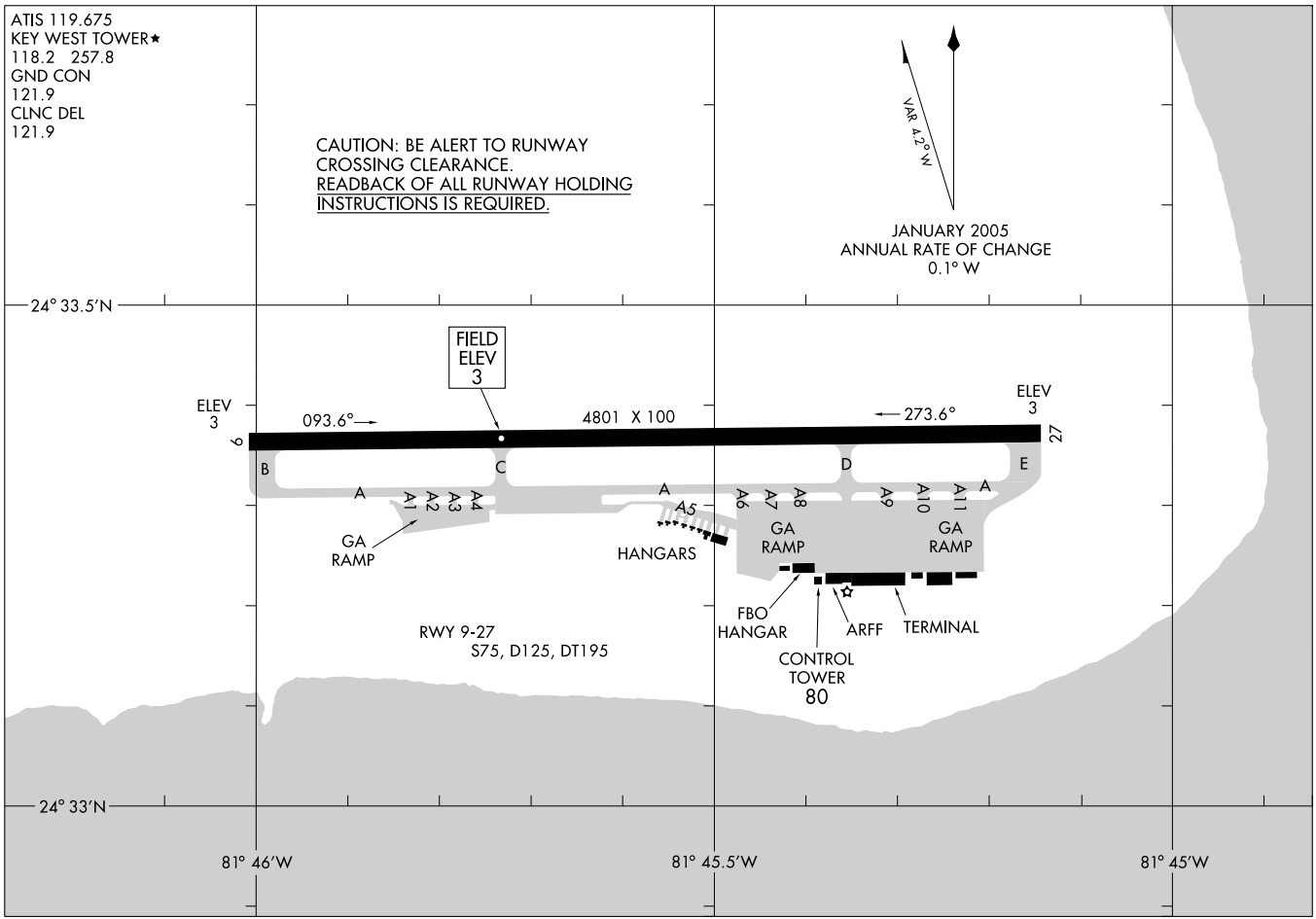
MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010



AIRPORT DIAGRAM

AL-606 (FAA)

KEY WEST INTL (EYW)
KEY WEST, FLORIDA

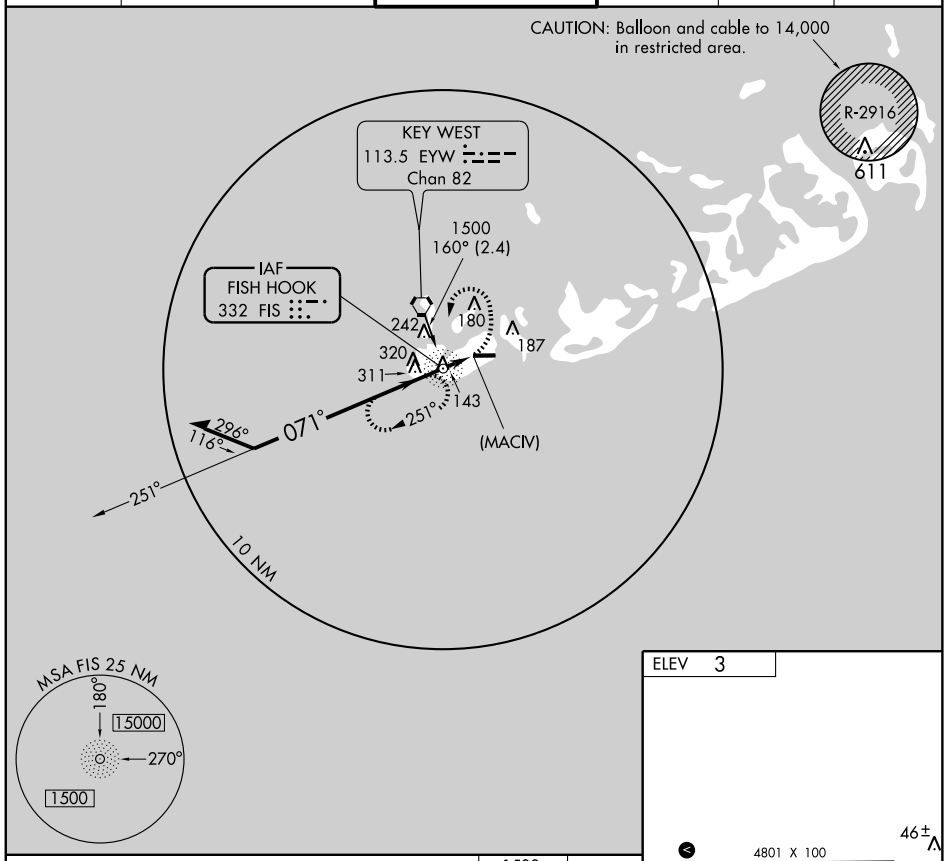
NDB FIS	APP CRS	Rwy Idg	N/A
332	071°	TDZE	N/A
		Apt Elev	3

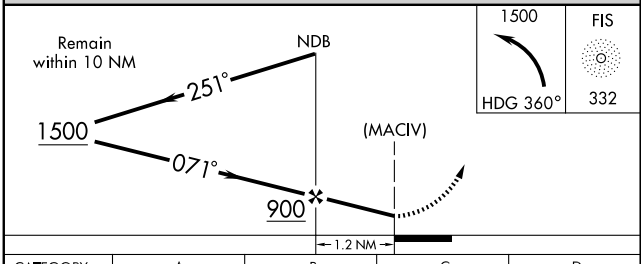
NDB or GPS-A
KEY WEST INTL (EYW)

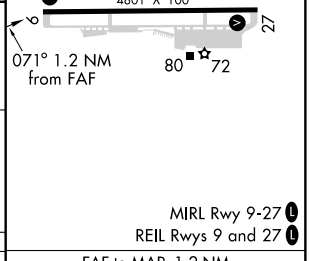
ASR

MISSED APPROACH: Climbing left turn to 1500 via heading 360°, then left turn direct FIS NDB and hold.

ATIS	NAVY KEY WEST APP CON ★	KEY WEST TOWER ★	GND CON	CLNC DEL	UNICOM
119.675	124.025 289.85	118.2 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
CIRCLING	500-1 497 (500-1)		500-1½ 497 (500-1½)	620-2 617 (700-2)

FAF to MAP 1.2 NM					
Knots	60	90	120	150	180
Min:Sec	1:12	0:48	0:36	0:29	0:24

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4801
CH 40405	093°	TDZE	3
W09A		Apt Elev	3

RNAV (GPS) RWY 9

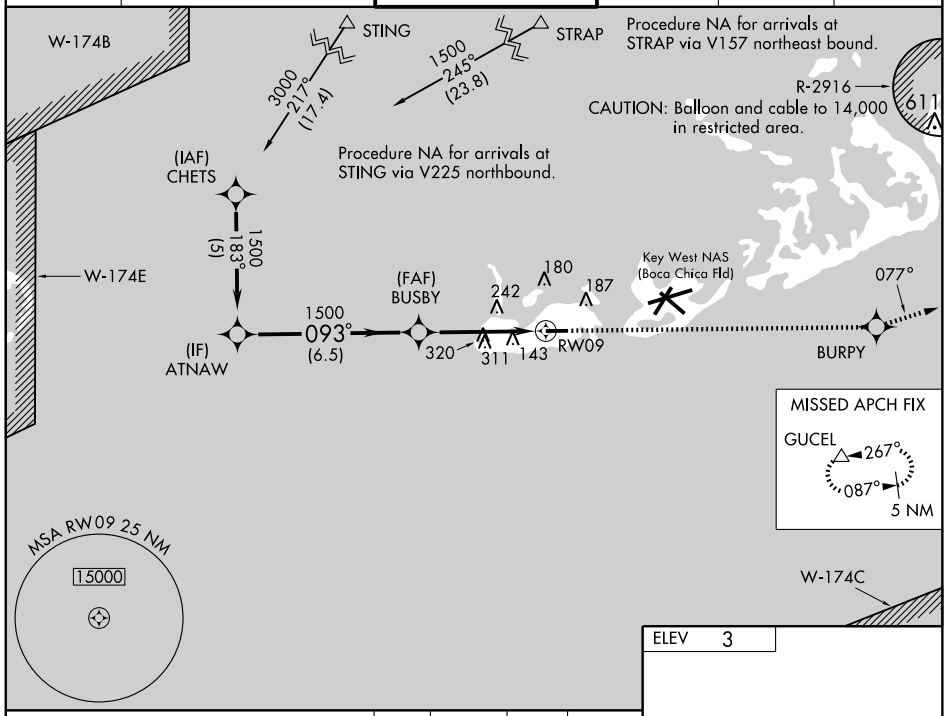
KEY WEST INTL (EYW)

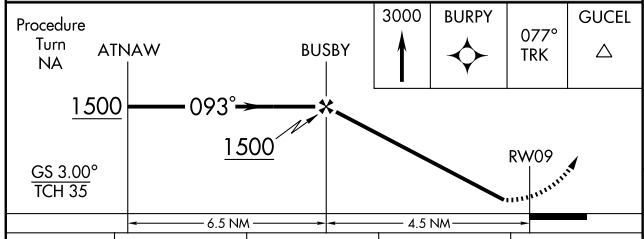
T A W ASR

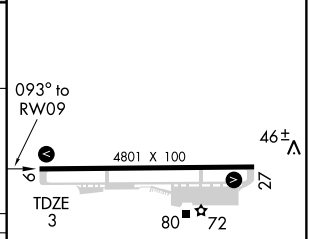
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Key West NAS/ Boca Chica Fld altimeter setting.

MISSED APPROACH: Climb to 3000 direct BURPY and via 077° track to GUCEL and hold.

ATIS	NAVY KEY WEST APP CON ★	KEY WEST TOWER ★	GND CON	CLNC DEL	UNICOM
119.675	124.025 289.85	118.2 (CTAF) L 257.8	121.9	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	253-1 250 (300-1)			
LNAV/ VNAV DA	425-1½ 422 (500-1½)			
LNAV MDA	580-1 577 (600-1)		580-1½ 577 (600-1½)	580-1¾ 577 (600-1¾)
CIRCLING	580-1 577 (600-1)		580-1½ 577 (600-1½)	620-2 617 (700-2)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4801
CH 82100	273°	TDZE	3
W27A		Apt Elev	3

RNAV (GPS) RWY 27

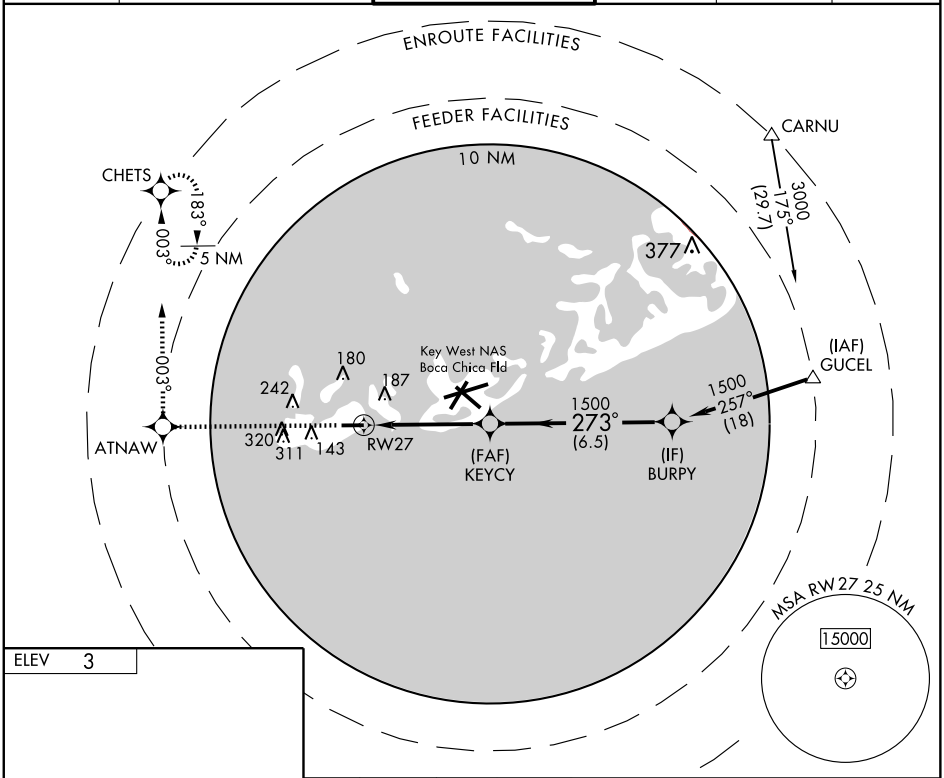
KEY WEST INTL (EYW)

T W
A ASR

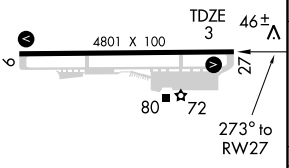
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Key West NAS/Boca Chica Fld altimeter setting.

MISSED APPROACH: Climb to 2400 direct ATNAW and via 003° track to CHETS and hold.

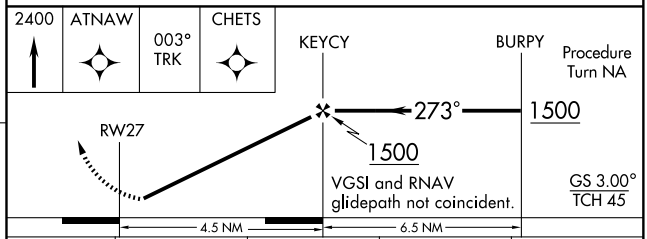
ATIS	NAVY KEY WEST APP CON ★	KEY WEST TOWER ★	GND CON	CLNC DEL	UNICOM
119.675	124.025 289.85	118.2 (CTAF) L 257.8	121.9	121.9	122.95



ELEV 3

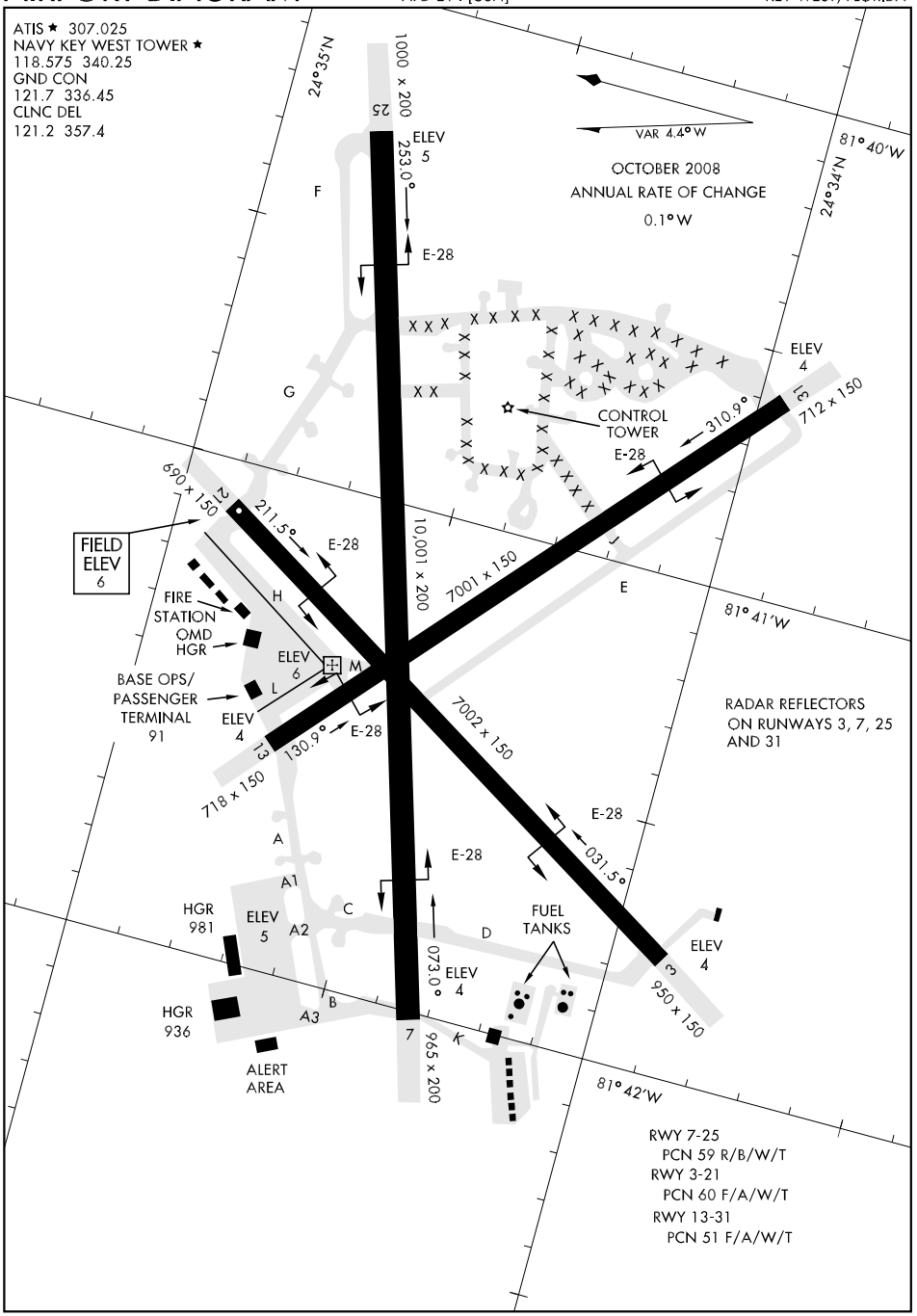


MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L



CATEGORY	A	B	C	D
LPV DA	253-1 250 (300-1)			
LNAV MDA	420-1 417 (500-1)		420-1¼ 417 (500-1¼)	
CIRCLING	500-1 497 (500-1)		500-1½ 497 (500-1½)	620-2 617 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010


ATIS ★ 307.025
NAVY KEY WEST TOWER ★
118.575 340.25
GND CON
121.7 336.45
CLNC DEL
121.2 357.4
24°35'N
81°40'W
24°34'N
81°41'W
81°42'W
VAR 4.4°W
OCTOBER 2008
ANNUAL RATE OF CHANGE
0.1°W
1000 x 200
25
ELEV 5
253.0°
E-28
F
G
ELEV 4
CONTROL TOWER
310.9°
712 x 150
E-28
690 x 150
21
211.5°
E-28
FIELD ELEV 6
FIRE STATION
OMD HGR
H
10,001 x 200
7001 x 150
J
E
ELEV 6
M
BASE OPS/ PASSENGER TERMINAL 91
ELEV 4
L
130.9°
E-28
718 x 150
7002 x 150
RADAR REFLECTORS ON RUNWAYS 3, 7, 25 AND 31
E-28
031.5°
A
A1
E-28
HGR 981
ELEV 5
A2
C
D
FUEL TANKS
ELEV 4
073.0°
950 x 150
HGR 936
B
A3
7
965 x 200
K
ALERT AREA
RWY 7-25
PCN 59 R/B/W/T
RWY 3-21
PCN 60 F/A/W/T
RWY 13-31
PCN 51 F/A/W/T

HI-TACAN RWY 3

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NQX Chan 78	040°	7002	4	6

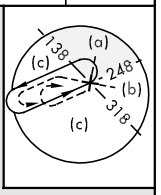
JAL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

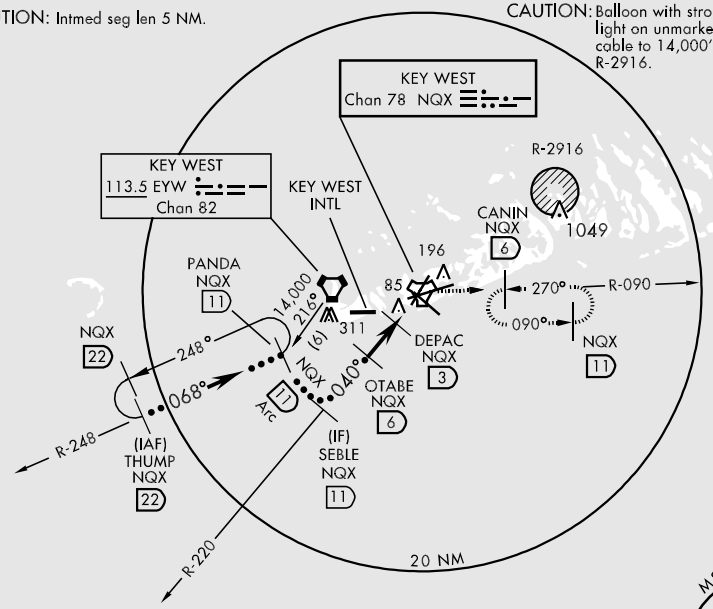
MISSED APPROACH: Climb to 1600 via R-220 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold.

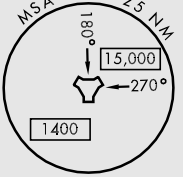
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Intmed seg len 5 NM.

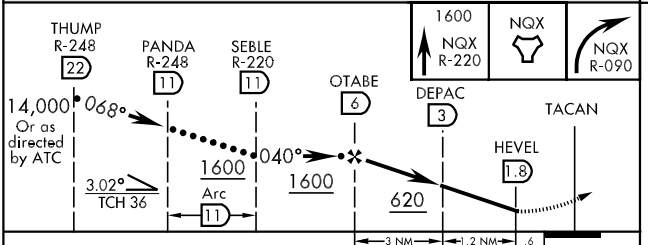
CAUTION: Balloon with strobe light on unmarked cable to 14,000′ in R-2916.

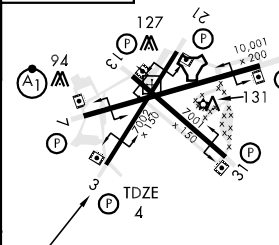






EMERG SAFE ALT 100 NM 15,000





CATEGORY	C	D	E
S-3	340-1 336 (400-1)		340-1¼ 336 (400-1¼)
CIRCLING	500-1½ 494 (500-1½)	560-2 554 (600-2)	

HIRL all Rwys

HI-TACAN RWY 31

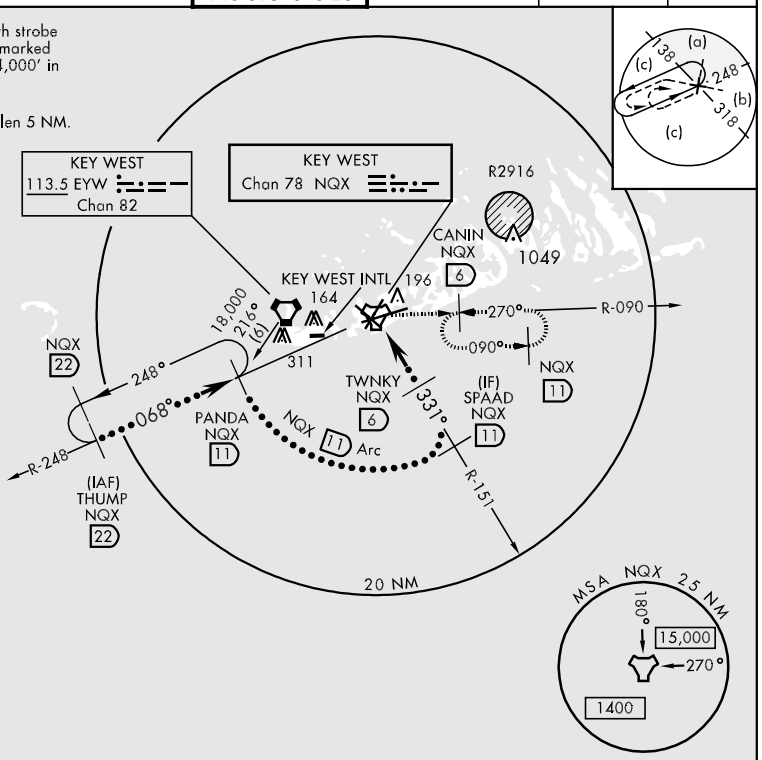
TACAN	APCH CRS	Rwy ldg TDZE Arpt Elev	JAL-214 [USN]	KEY WEST NAS (BOCA CHICA FLD) (KNQX)
NQX Chan 78	331°	7001 / 4 / 6		

MISSED APPROACH: Climbing right turn to 1600 to intercept NQX R-090 to CANIN (NQX R-090/6 DME) and hold.

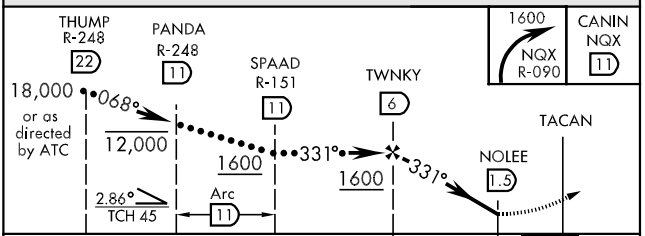
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Balloon with strobe light on unmarked cable to 14,000' in R-2916.

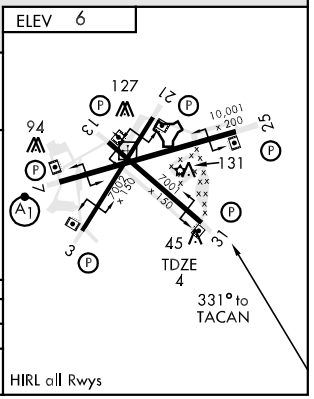
CAUTION: Intmed seg len 5 NM.



EMERG SAFE ALT 100 NM 15,000



CATEGORY	C	D	E
S-31	300-1	296	(300-1)
CIRCLING	500-1½ 494 (500-1½)	560-2 554	(600-2)



HI-TACAN Y RWY 7

TACAN	APCH CRS	Rwy ldg	10,001
NQX Chan 78	068°	TDZE	4
		Arpt Elev	6

JAL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

▼ * When ALS inop, increase vis CAT C to 1 mile, CAT DE to 1¼ miles.

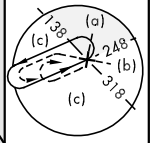
ALSF-1

MISSED APPROACH: Climb to 1600 via R-248 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Intmed seg len 5 NM

CAUTION: Balloon with strobe light on unmarked cable to 14,000' in R-2916.



KEY WEST
Chan 78 NQX

KEY WEST
113.5 EYW
Chan 82

R-2916

KEY WEST INTL

CANIN NQX 6

1049

311 94 164 196 187

14,000 215° (6)

270° R-090

090°

NQX 11

NQX 22

248°

068°

UCGOR NQX 2.5

OBBIN NQX 6

UTERE NQX 4

(IF)

PANDA NQX 11

R-248

(IAF) THUMP NQX 22

20 NM

MSA NQX 25 NM

180°

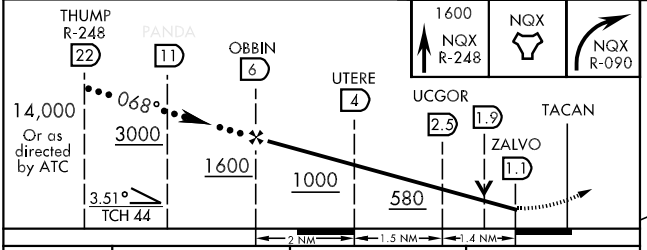
15,000

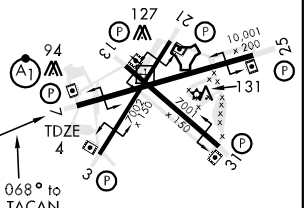
270°

1400

EMERG SAFE ALT 100 NM 15,000

ELEV 6





CATEGORY	C	D	E
S-7 *	360-¾ 356 (400-¾)		
CIRCLING	500-1½ 494 (500-1½)	560-2 554 (600-2)	

HIRL all Rwys

HI-TACAN Z RWY 7

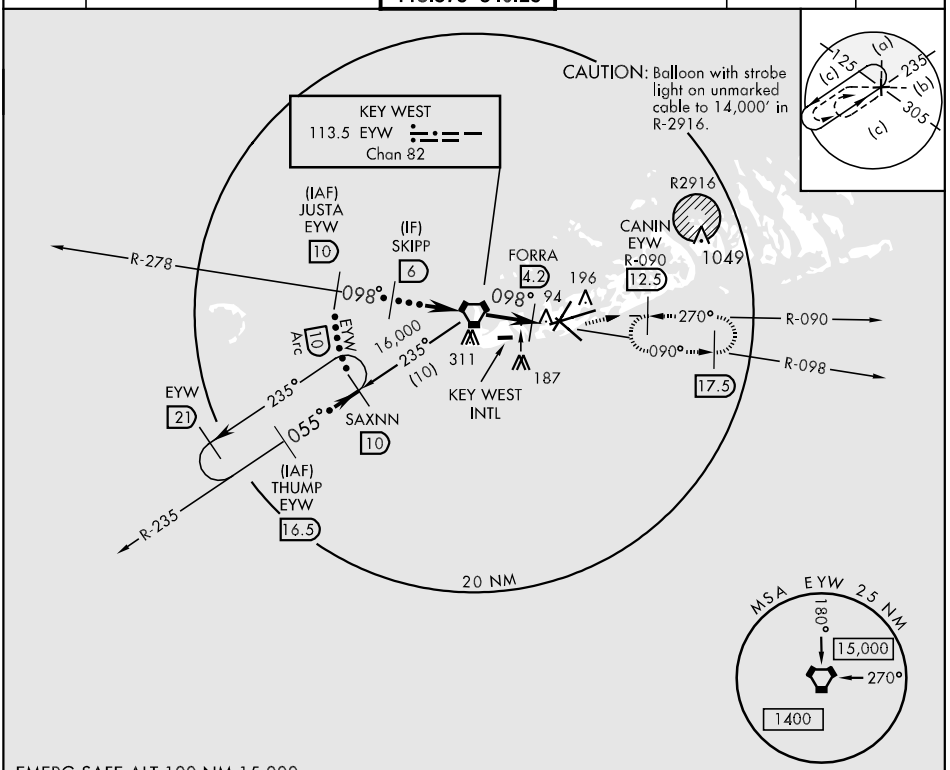
VORTAC EYW 113.5 Chan 82	APCH CRS 098°	Rwy ldg 10,001 TDZE 4 Arpt Elev 6	JAL-214 [USN]	KEY WEST NAS (BOCA CHICA FLD) (KNQX)

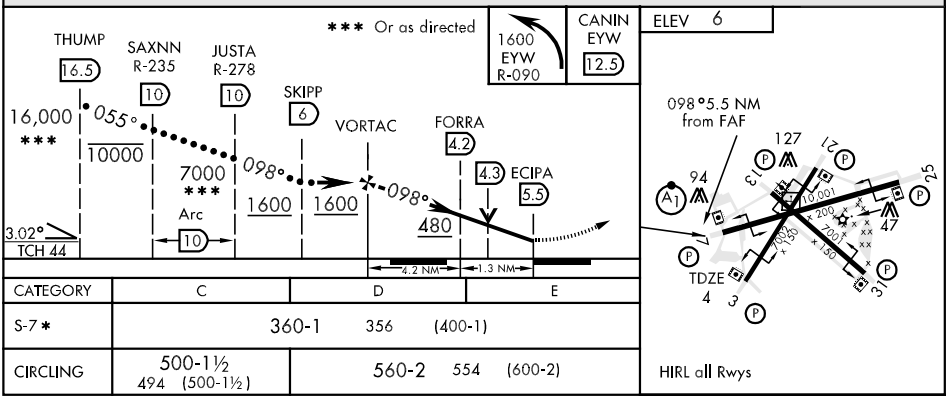
▼ * When ALS inop, increase CAT DE to 1 ¼ miles.
When VGSI inop, procedure not authorized at night.

ALSF-1

MISSED APPROACH: Climbing left turn to 1600 to intercept EYW R-090 to CANIN and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	





CATEGORY	C	D	E
S-7 *	360-1 356 (400-1)		
CIRCLING	500-1½ 494 (500-1½)	560-2 554 (600-2)	

RNAV (GPS) RWY 3

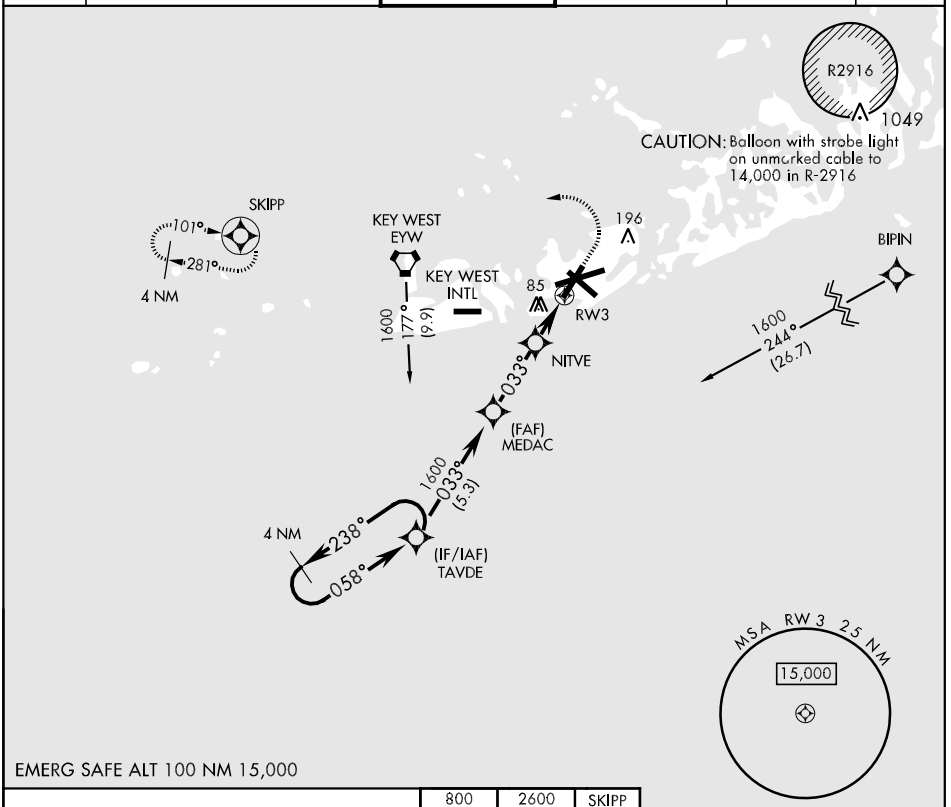
APCH CRS	Rwy Idg	7002
033°	TDZE	4
	Arpt Elev	6

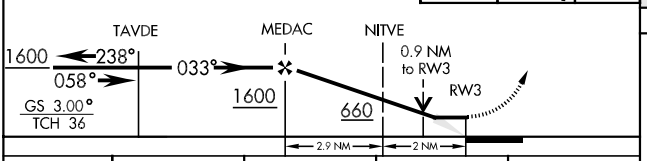
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

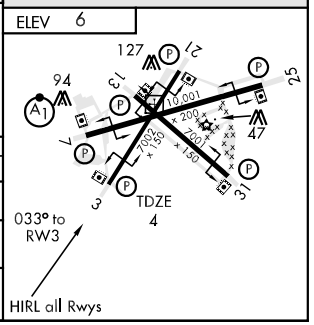
DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 44°C (111°F).

MISSED APPROACH: Climb to 800, then climbing left turn to 2600 direct SKIPP and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	







CATEGORY	A	B	C	D
LNAV MDA	263-1	259	(300-1)	
LNAV/VNAV DA	340-1	336	(400-1)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 7

APCH CRS	Rwy Idg	10,001
075°	TDZE	4
	Arpt Elev	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

▼ *When ALS inop, increase vis CAT ABCD to 1 mile.
**When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
DME/DME RNP-0.3NA.

ALSF-1

MISSED APPROACH: Climb to 800, then climbing right turn to 1600 direct TEMDE and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 44°C(111°F).

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916

R2916 1049

STING

1600 194° (22)

KEY WEST EYW

KEY WEST INTL

196

RW7

1600 228° (5.9)

DIMVE

CEKOS

(IF/IAF) DEMTE

1600 075° (5.6)

(FAF) WEBUN

065° 245° 4 NM

BIPIN

1600 259° (29.1)

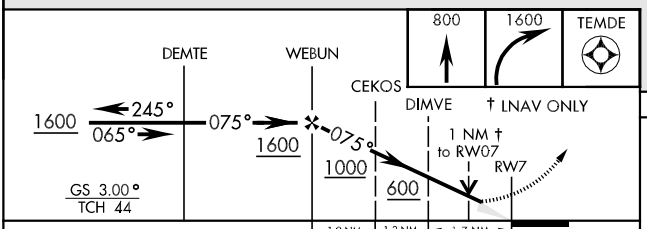
TEMDE

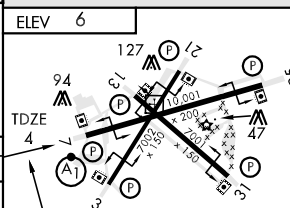
273° 093° 4 NM

MSA RW7 25 NM

15,000

EMERG SAFE ALT 100 NM 15,000





CATEGORY	A	B	C	D
LNAV/VNAV DA*	263-½ 259 (300-½)		263-¾ 259 (300-¾)	
LNAV MDA**	360-½ 356 (400-½)		360-¾ 356 (400-¾)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwys

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 13

APCH CRS	Rwy Idg	7001
133°	TDZE	4
	Arpt Elev	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 43°C(111°F).

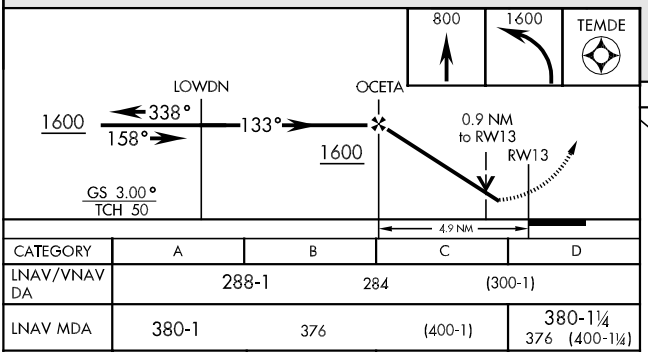
MISSED APPROACH: Climb to 800, then climbing left turn to 1600 direct TEMDE and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

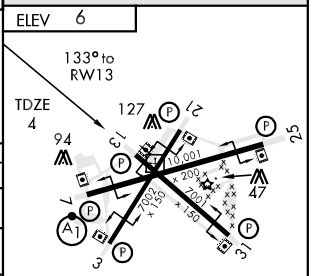
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916

STING
1600
191°
(11.7)
STRAP
1600
239°
(15.7)
4 NM
158°
338°
(IF/IAF)
LOWDN
1600
133°
(5.1)
(FAF)
OCETA
1600
344°
(6.3)
133°
196
KEY WEST
EYW
RW13
KEY WEST
INTL
TEMDE
273°
093°
4 NM
R2916
1049
MSA RW13 25 NM
15,000

EMERG SAFE ALT 100 NM 15,000



CATEGORY	A	B	C	D
LNAV/VNAV DA	288-1		284	(300-1)
LNAV MDA	380-1	376	(400-1)	380-1¼ 376 (400-1¼)
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)



SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 25

APCH CRS	Rwy ldg	10,001
255°	TDZE	5
	Arpt Elev	6

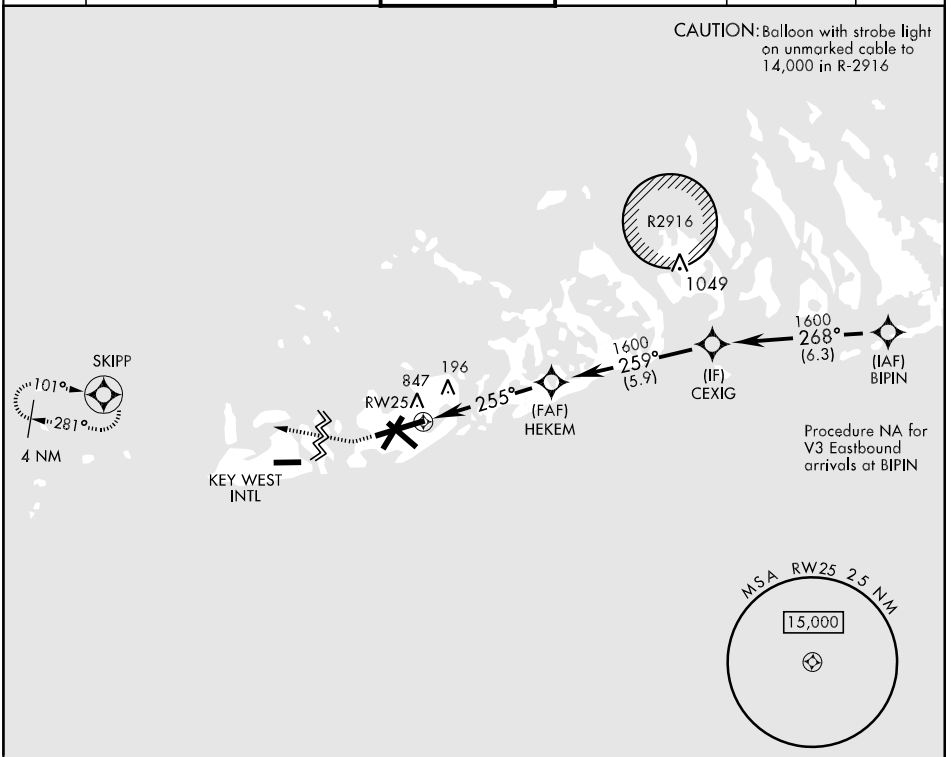
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 44°C(111°F).

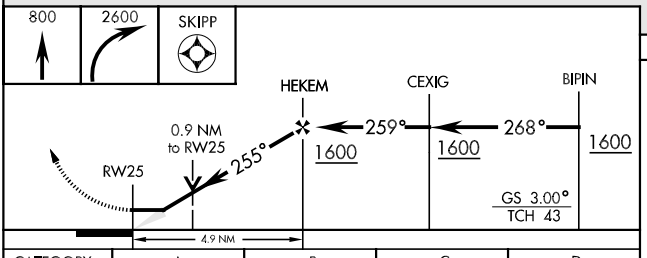
MISSED APPROACH: Climb to 800, then climbing right turn to 2600 direct SKIPP and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

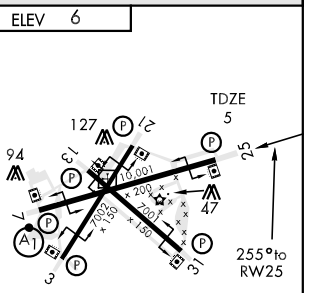
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMERG SAFE ALT 100 NM 15,000



ELEV 6



CATEGORY	A	B	C	D
LNAV/VNAV DA	292-1	287	(300-1)	
LNAV MDA	340-1	335	(400-1)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwys

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 31

APCH CRS	Rwy Idg	7001
313°	TDZE	4
	Arpt Elev	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

DME/DME RNP-0.3 NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C(5°F) or above 43°C(111°F).

MISSED APPROACH: Climb to 800, then climbing left turn to 2600 direct SKIPP and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: Intmed seg len 5.3 NM.

CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916

R2916
1049

Procedure NA for V3 Eastbound arrivals at BIPIN

SKIPP
101°
281°
4 NM

196

RW31

KEY WEST INTL

313°

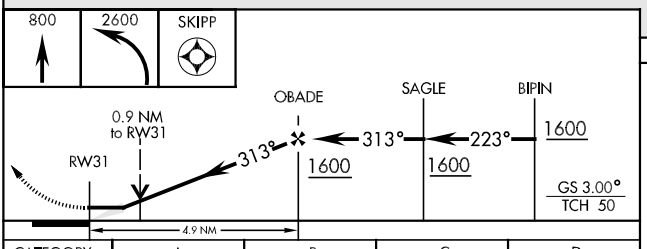
(IAF)
BIPIN
1600
223°
(14.2)

(FAF)
OBADE
1600
313°
(5.3)

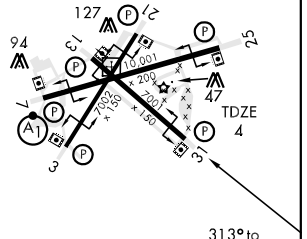
(IF)
SAGLE

MSA RW31 2.5 NM
15,000

EMERG SAFE ALT 100 NM 15,000



ELEV 6



CATEGORY	A	B	C	D
LNAV MDA	292-1	288	(300-1)	
LNAV/VNAV DA	340-1	336	(400-1)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwys

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 3

TACAN NQX Chan 78	APCH CRS 040°	Rwy ldg 7002 TDZE 4 Arpt Elev 6

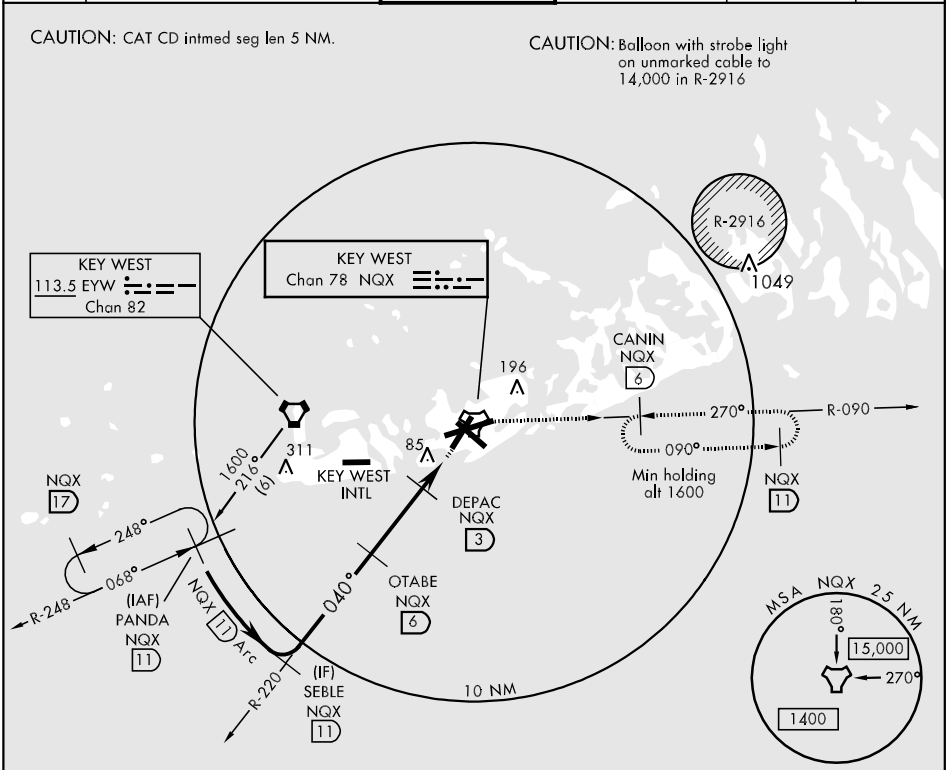
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climb to 1600 via R-220 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold.

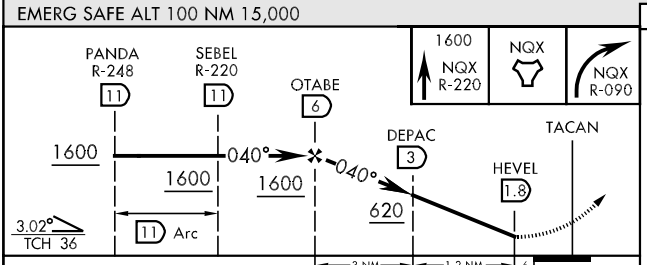
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: CAT CD intmed seg len 5 NM.

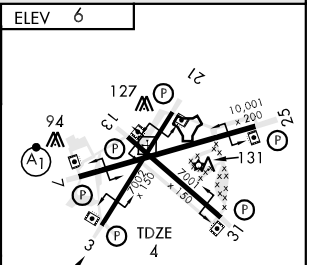
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMERG SAFE ALT 100 NM 15,000



ELEV 6



HIRL all Rwys

CATEGORY	A	B	C	D
S-3	340-1 336 (400-1)			
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

TACAN RWY 25

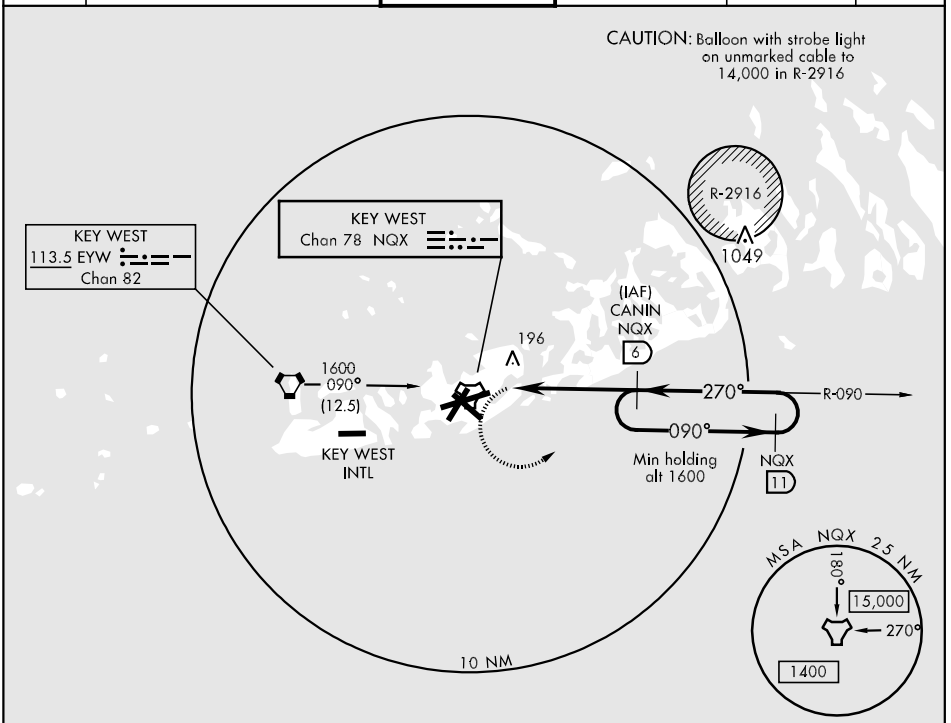
TACAN	APCH CRS	Rwy ldg	10,001
Chan 78	270°	TDZE	5
		Arpt Elev	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

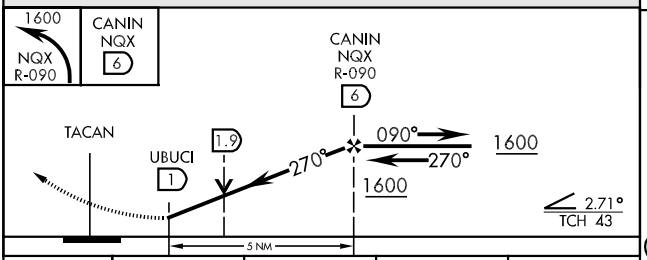
MISSED APPROACH: Climbing left turn to 1600 to intercept NQX R-090 to CANIN (NQX R-090/6 DME) and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

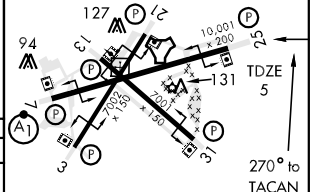
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMEG SAFE ALT 100 NM 15,000



ELEV 6



HIRL all Rwys

CATEGORY	A	B	C	D
S-25	460-1 455 (500-1)		460-1¼ 455 (500-1¼)	460-1½ 455 (500-1½)
CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 31

TACAN	APCH CRS	Rwy ldg	7001
Chan 78	331°	TDZE	4
		Arpt Elev	6

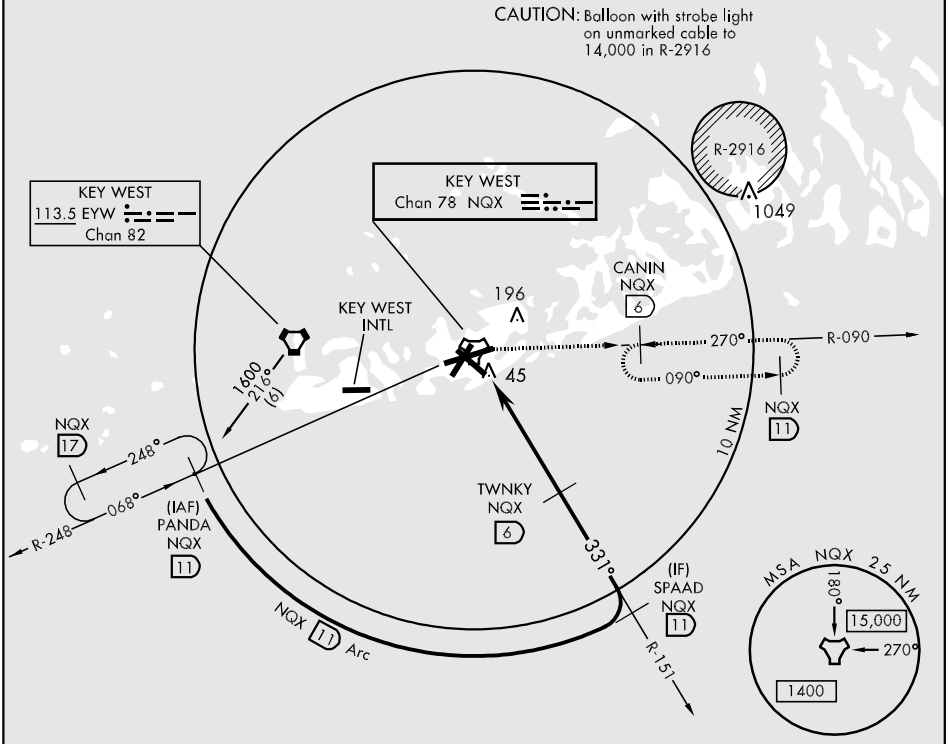
AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

MISSED APPROACH: Climbing right turn to 1600, intercept NQX R-090 to CANIN (NQX R-090/6 DME) and hold.

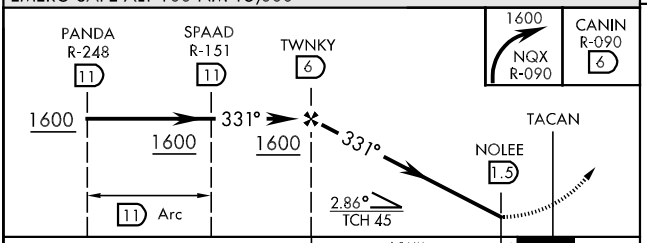
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: CAT CD intmed seg len 5 NM.

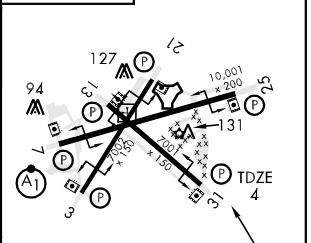
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMERG SAFE ALT 100 NM 15,000



CATEGORY	A	B	C	D
S-31		300-1 296 (300-1)		
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)



TACAN Y RWY 7

TACAN	APCH CRS	Rwy ldg	10,001
Chan 78 NQX	068°	TDZE	4
		Arpt Elev	6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

▼* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

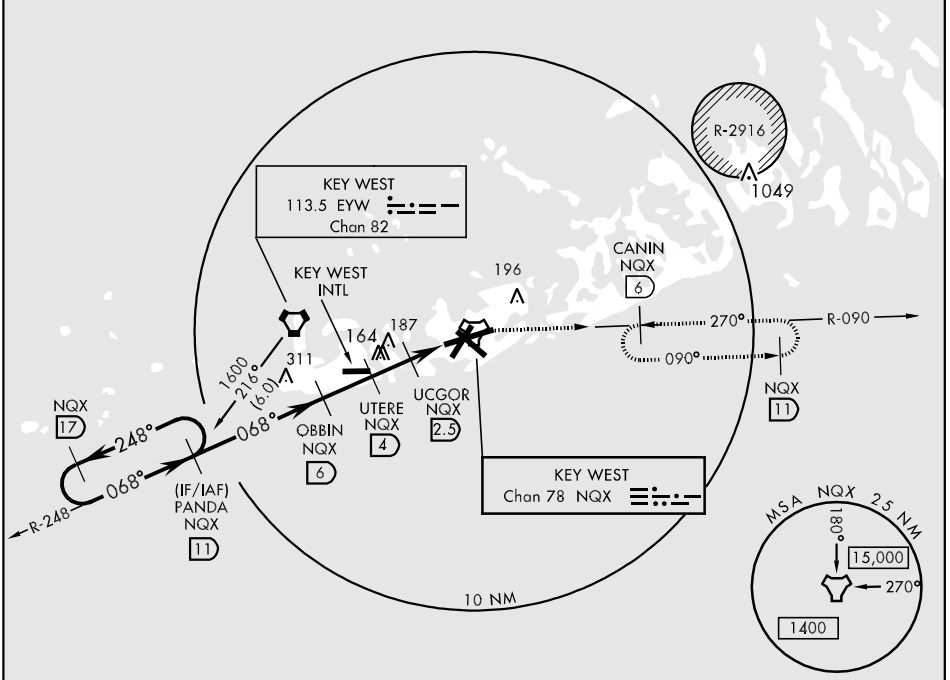
ALSF-1

MISSED APPROACH: Climb to 1600 via R-248 to NQX TACAN then via R-090 to CANIN (NQX R-090/6 DME) and hold.

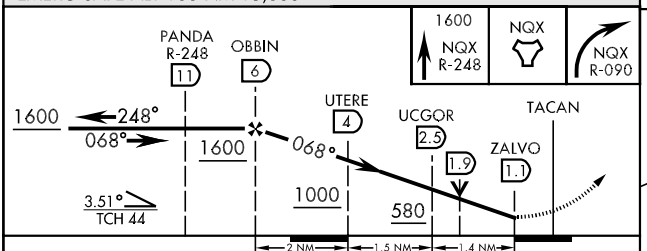
ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

CAUTION: CAT CD intmed seg len 5 NM.

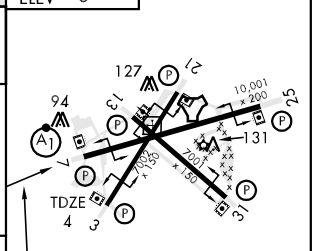
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMERG SAFE ALT 100 NM 15,000



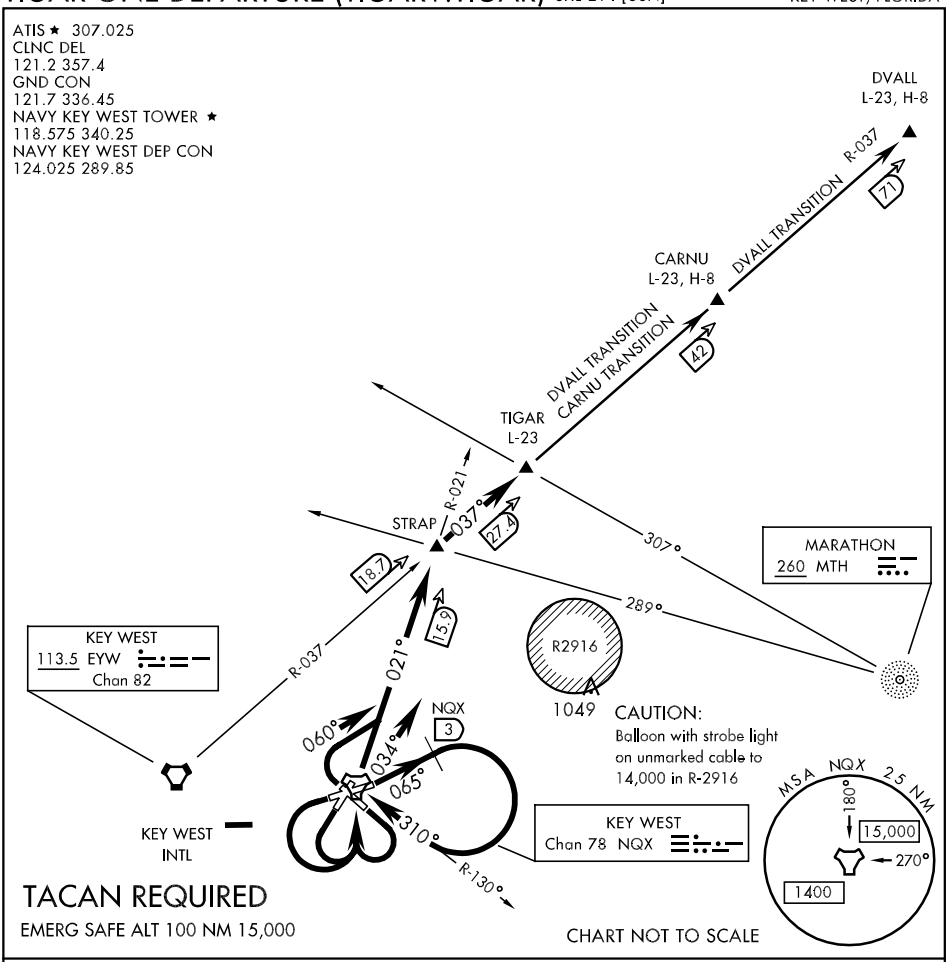
ELEV 6



CATEGORY	A	B	C	D
S-7 *	360- ½ 356 (400-½)		360- ¾ 356 (400-¾)	
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwys

SE-3, 03 JUN 2010 to 01 JUL 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3: Climb via heading 034° to intercept NQX TACAN R-021, thence...

TAKE-OFF RWY 21, 25: Climbing left turn direct NQX, thence...

TAKE-OFF RWY 31: Climbing right turn to heading 060° to intercept NQX R-021, thence...

TAKE-OFF RWY 7: Crossing DER climb on heading 065°, passing NQX 3 DME, turn right to intercept R-130 inbound to NQX, thence...

TAKE-OFF RWY 13: Climbing right turn direct NQX, thence...

...via NQX R-021 to STRAP, then via EYW VORTAC R-037 to TIGAR, then via assigned transition or route.

CARNU TRANSITION: via EYW R-037 to CARNU.

DVALL TRANSITION: via EYW R-037 to DVALL.

SE-3, 03 JUN 2010 to 01 JUL 2010

VOR/DME or TACAN Z RWY 7

EYW VORTAC	APCH CRS	Rwy ldg 10,001
113.5	098°	TDZE 4
Chan 82		Arpt Elev 6

AL-214 [USN] KEY WEST NAS (BOCA CHICA FLD) (KNQX)

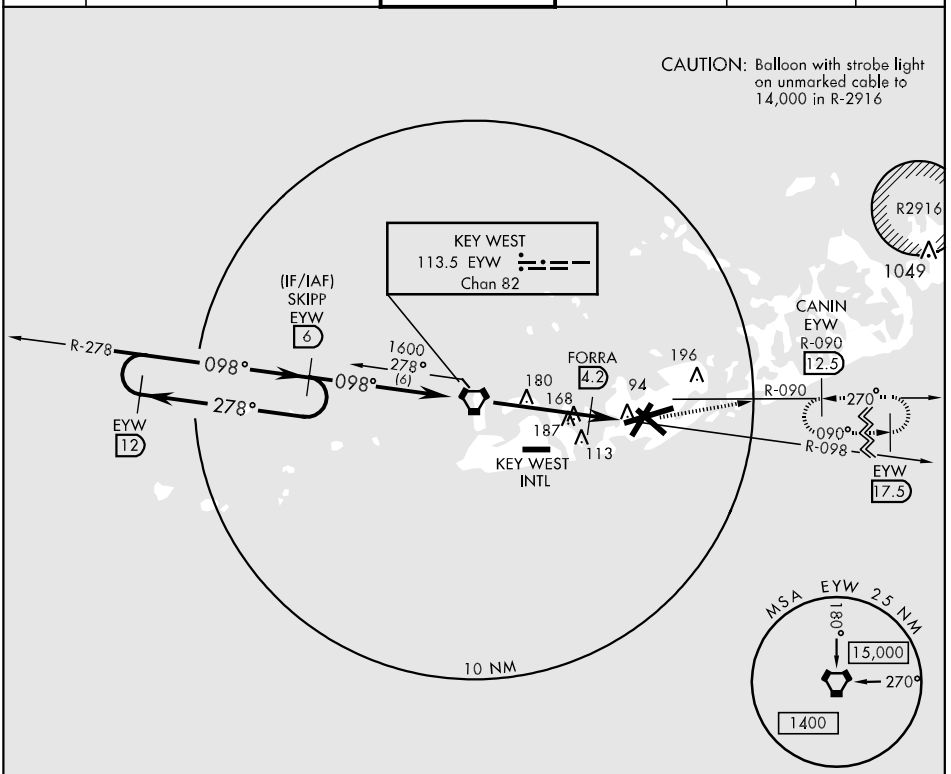
* When ALS inop, increase vis CAT D to 1¼ miles. When VGSI inop, procedure not authorized at night.

ALSF-1

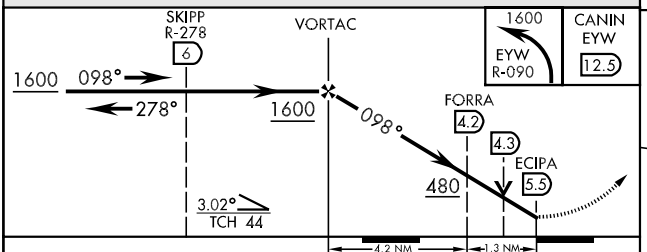
MISSED APPROACH: Climbing left turn to 1600 to intercept EYW R-090 to CANIN and hold.

ATIS ★	NAVY KEY WEST APP CON	NAVY KEY WEST TOWER ★	GND CON	CLNC DEL	ASR/PAR
307.025	124.025 289.85	118.575 340.25	121.7 336.45	121.2 357.4	

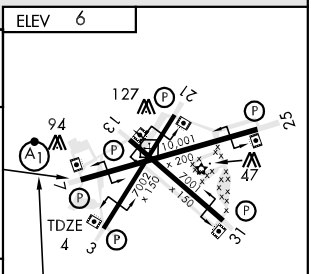
CAUTION: Balloon with strobe light on unmarked cable to 14,000 in R-2916



EMERG SAFE ALT 100 NM 15,000



ELEV 6



CATEGORY	A	B	C	D
S-7 *	360-1 356 (400-1)			
CIRCLING	440-1 434 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

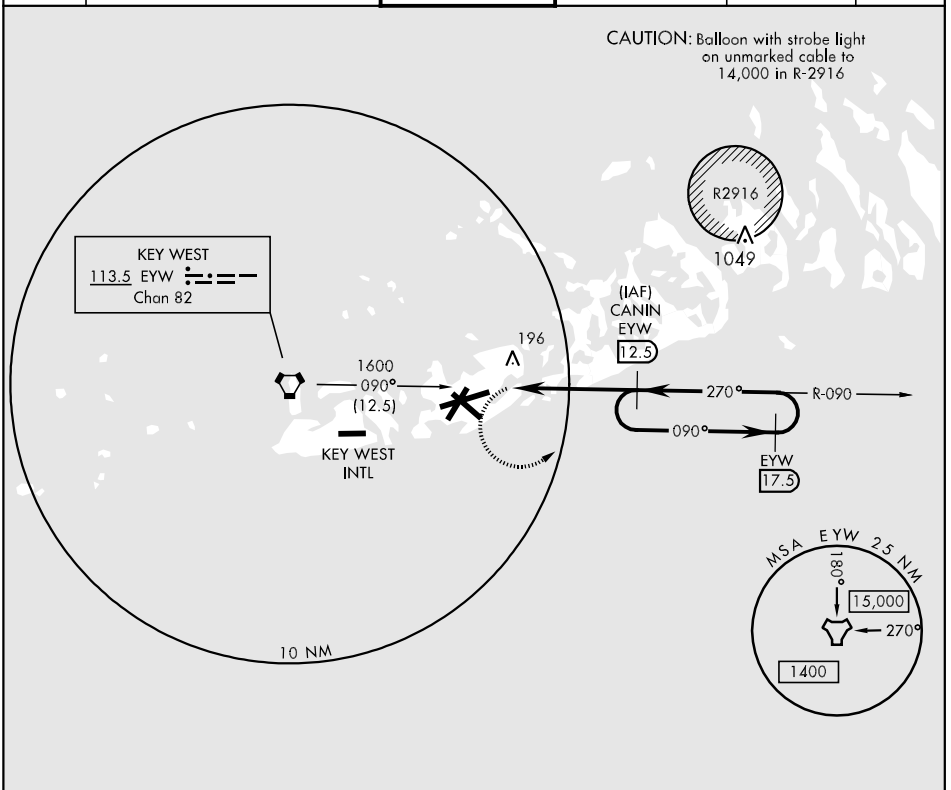
HIRL all Rwys

VOR/DME RWY 25

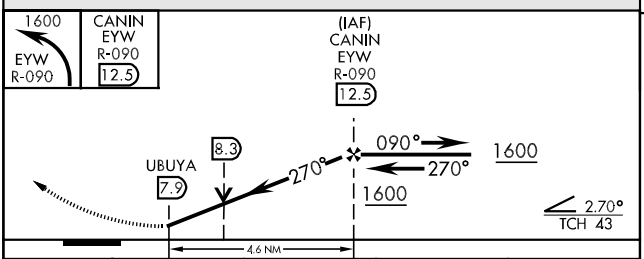
EYW VORTAC 113.5 Chan 82	APCH CRS 270°	Rwy Idg 10,001 TDZE 5 Arpt Elev 6	AL-214 [USN]	KEY WEST NAS (BOCA CHICA FLD) (KNQX)

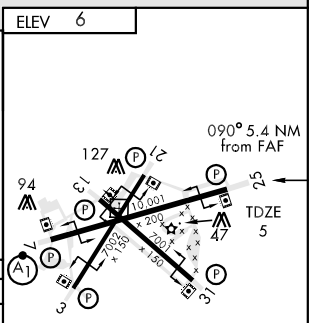
MISSED APPROACH: Climbing left turn to 1600 to intercept EYW R-090 to CANIN and hold.

ATIS ★ 307.025	NAVY KEY WEST APP CON 124.025 289.85	NAVY KEY WEST TOWER ★ 118.575 340.25	GND CON 121.7 336.45	CLNC DEL 121.2 357.4	ASR/PAR



EMEG SAFE ALT 100 NM 15,000

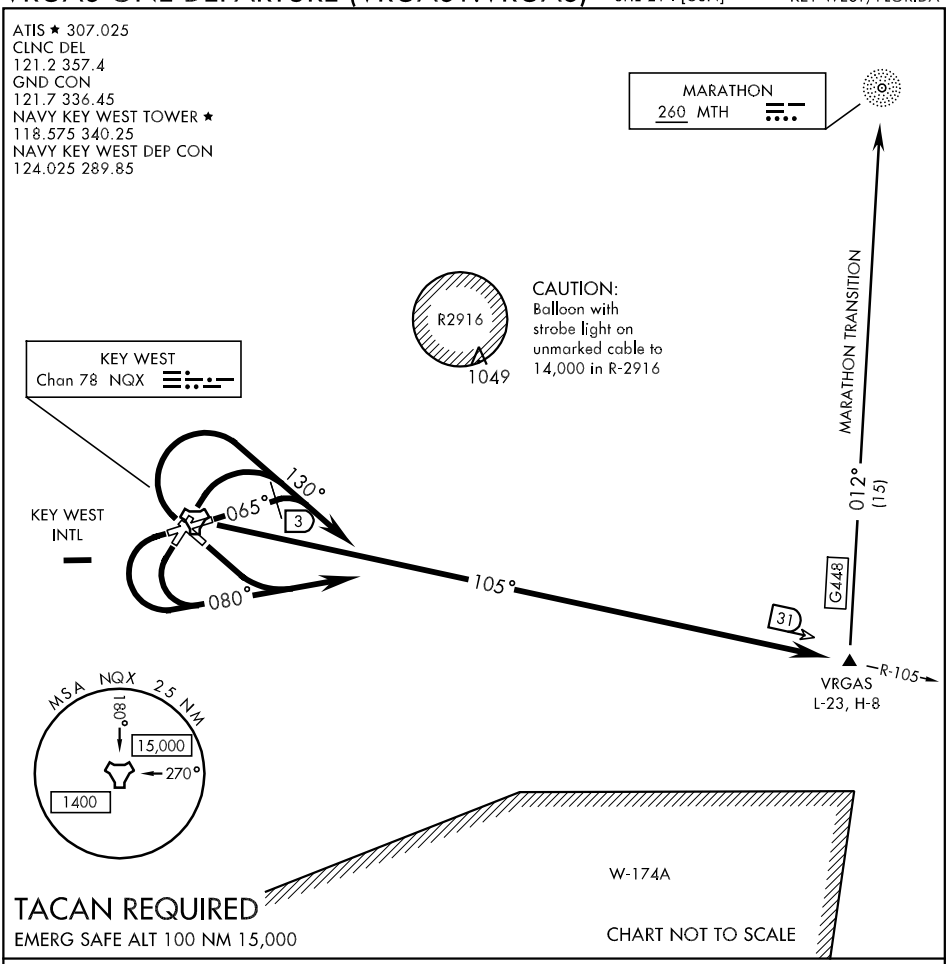




CATEGORY	A	B	C	D
S-25	460-1 455 (500-1)		460-1¼ 455 (500-1¼)	460-1½ 455 (500-1½)
CIRCLING	460-1 454 (500-1)	500-1 494 (500-1)	500-1½ 494 (500-1½)	560-2 554 (600-2)

HIRL all Rwys

SE-3, 03 JUN 2010 to 01 JUL 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 3, 31: Climbing right turn to heading 130°, thence...

TAKE-OFF RWY 13, 21, 25: Climbing left turn to heading 080°, thence...

TAKE-OFF RWY 7: Crossing DER climb on heading 065°, passing NQX TACAN 3 DME, turn right to heading 130°, thence...

...intercept NQX R-105 to VRGAS, then via assigned transition or route.

MARATHON TRANSITION (VRGAS1.MTH): Via heading 012°on G448 to MTH NDB.

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	5044
050°	TDZE	190
	Apt Elev	196

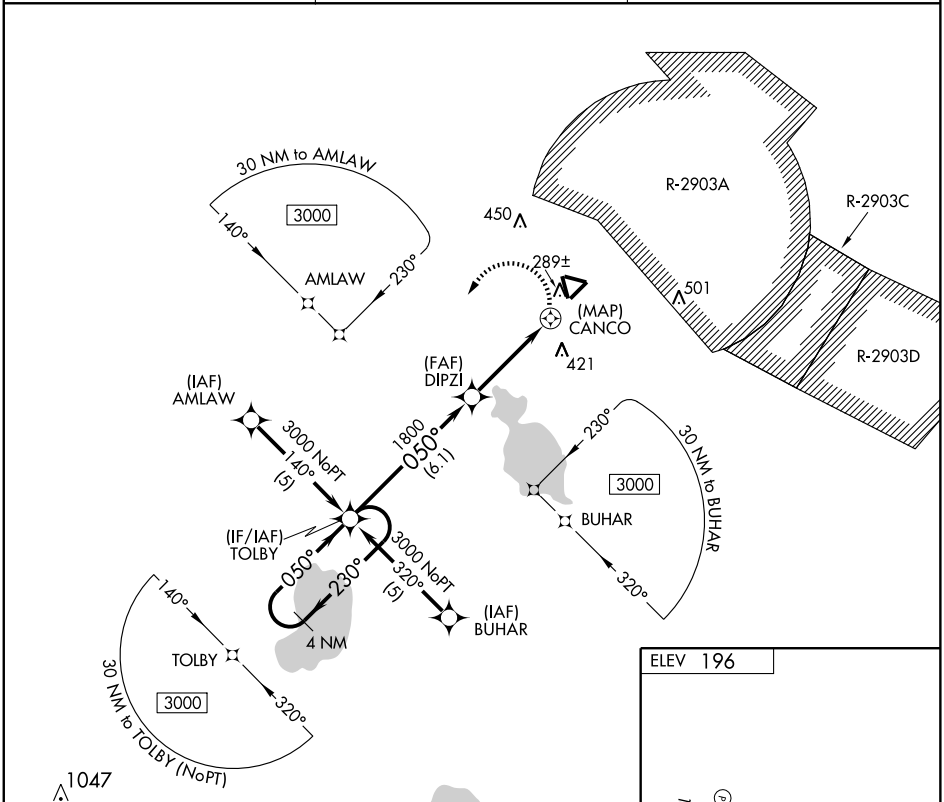
RNAV (GPS) RWY 5

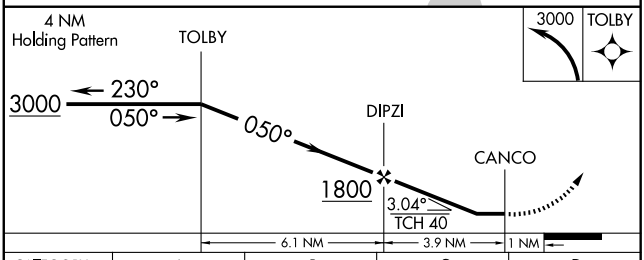
KEYSTONE AIRPARK (42J)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA for Cats B and C northeast of Rwy 11-29. When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 60 feet.

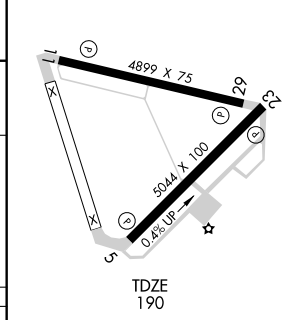
MISSED APPROACH: Climbing left turn to 3000 direct TOLBY and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
124.275	121.3 269.325	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	600-1¼ 410 (500-1¼)			NA
CIRCLING	620-1¼ 424 (500-1¼)	660-1¼ 464 (500-1¼)	660-1½ 464 (500-1½)	NA



REIL Rwy 11
MIRL Rwy 5-23 L
HIRL Rwy 11-29 L

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC GNV 116.2 Chan 109	APP CRS 057°	Rwy Idg 5044 TDZE 190 Apt Elev 196

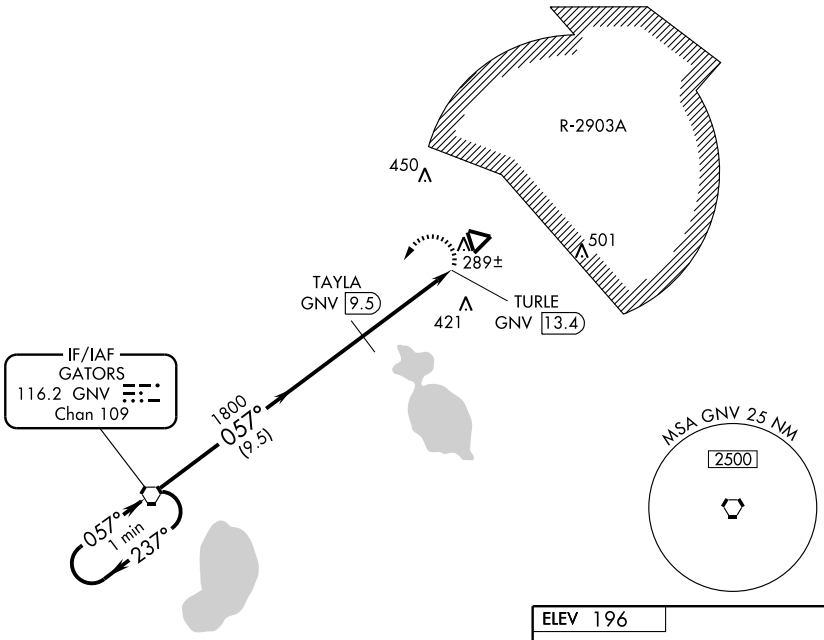
VOR/DME RWY 5

KEYSTONE AIRPARK (42J)

Visibility reduction by helicopters NA. Circling NA for Cats B and C northeast of Rwy 11-29. When local altimeter setting not received use Gainesville altimeter setting and increase all MDA 60 feet; increase S-5 Cat C visibility ¼ mile.

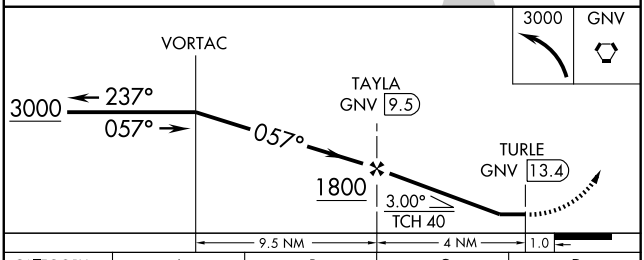
MISSED APPROACH: Climbing left turn to 3000 direct GNV VORTAC and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
124.275	121.3 269.325	122.7 (CTAF) L



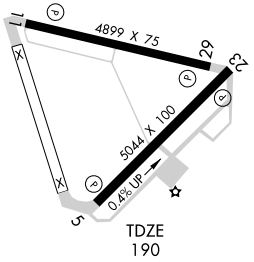
NoPT for arrival on GNV VORTAC airway radials 179 CW 308.

1047



CATEGORY	A	B	C	D
S-5	680-1¼ 490 (500-1¼)			NA
CIRCLING	680-1¼ 484 (500-1¼)		680-1½ 484 (500-1½)	NA

ELEV 196



REIL Rwy 11
MIRL Rwy 5-23 L
HIRL Rwy 11-29 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH 56406 W14A	142°	Rwy Idg 4904 TDZE 19 Apt Elev 20	

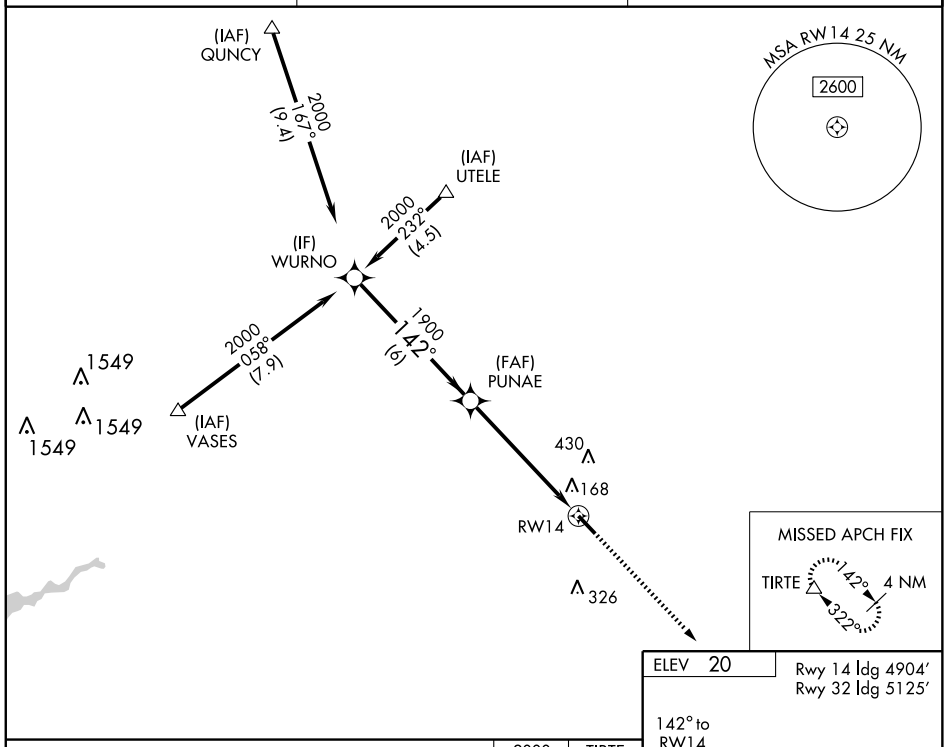
RNAV (GPS) RWY 14

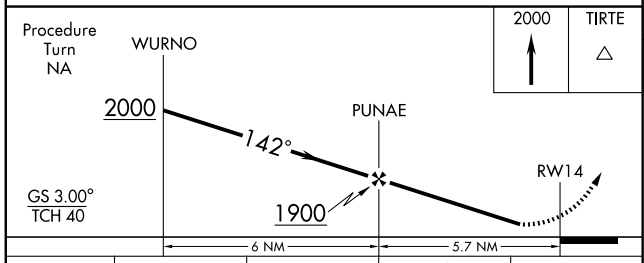
LA BELLE MUNI (X14)

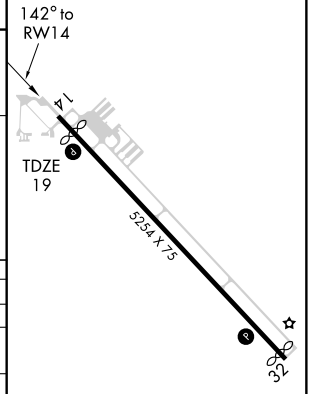
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Southwest Florida Intl altimeter setting; when not received, use Page Field altimeter setting and increase all DAs 8 feet, all MDAs 20 feet and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct TIRTE and hold.

SOUTHWEST FLORIDA INTL ASOS	FORT MYERS APP CON	UNICOM
124.65	126.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA		388-1¼	369 (400-1¼)	
LNAV/VNAV DA		565-2	546 (600-2)	
LNAV MDA	520-1	501 (500-1)	520-1½	501 (500-1½)
CIRCLING	580-1	560 (600-1)	580-1½ 560 (600-1½)	800-2½ 780 (800-2½)

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5125
322°	TDZE	20
	Apt Elev	20

RNAV (GPS) RWY 32
LA BELLE MUNI (X14)

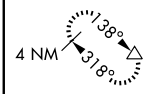
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Southwest Florida Intl altimeter setting; when not received, use Page Field altimeter setting and increase all MDAs 20 feet.

NA

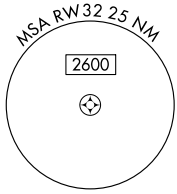
MISSED APPROACH: Climb to 2000 direct PUNAE then via 358° track to UTELE and hold.

SOUTHWEST FLORIDA INTL ASOS	FORT MYERS APP CON	UNICOM
124.65	126.8	122.8 (CTAF) L

MISSED APCH FIX

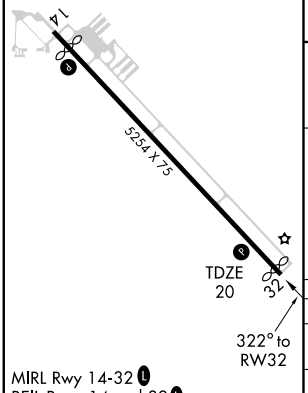


Procedure NA for arrivals at LBV VORTAC via airway radials 112 CW 157.

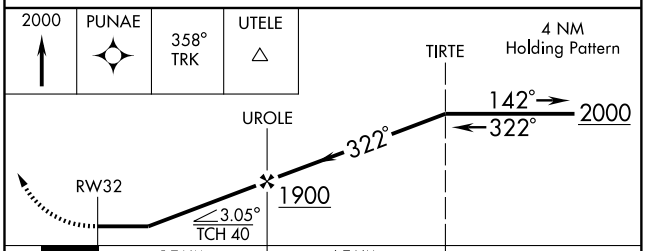


ELEV 20

Rwy 14 Idg 4904′
Rwy 32 Idg 5125′



MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L



CATEGORY	A	B	C	D
LNAV MDA	480-1	460 (500-1)	480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)
CIRCLING	580-1	560 (600-1)	580-1½ 560 (600-1½)	800-2½ 780 (800-2½)

SE-3, 03 JUN 2010 to 01 JUL 2010

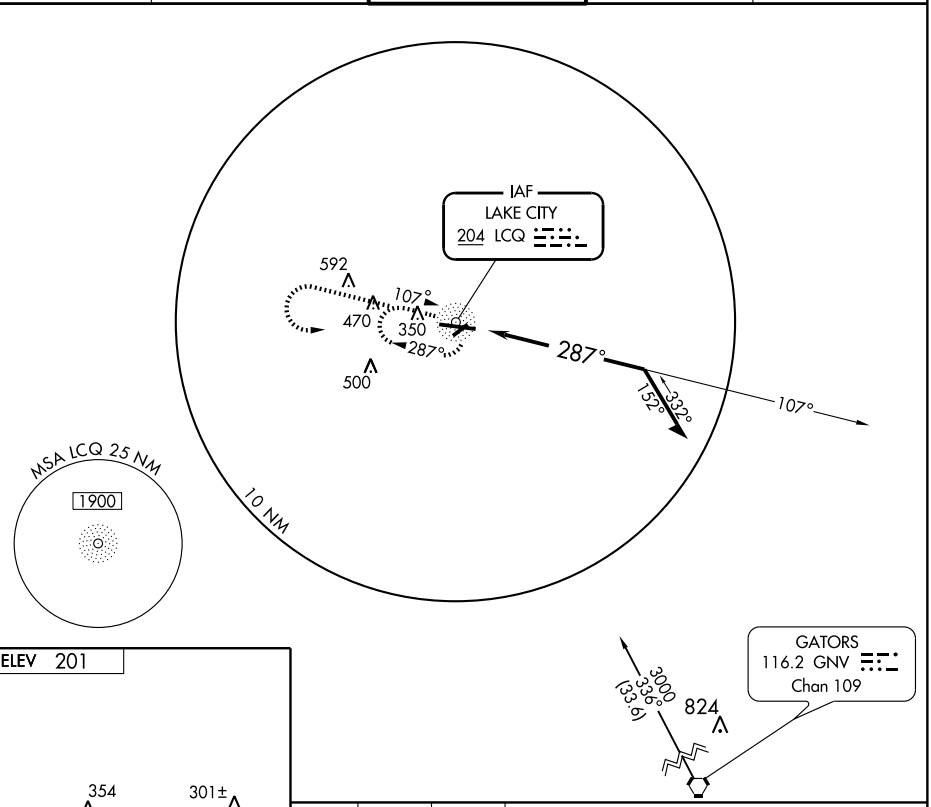
NDB LCQ	APP CRS	Rwy ldg	8003
204	287°	TDZE	196
		Apt Elev	201

NDB RWY 28
LAKE CITY MUNI (LCQ)

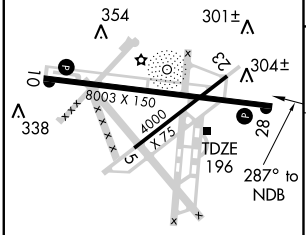
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCQ NDB and hold.

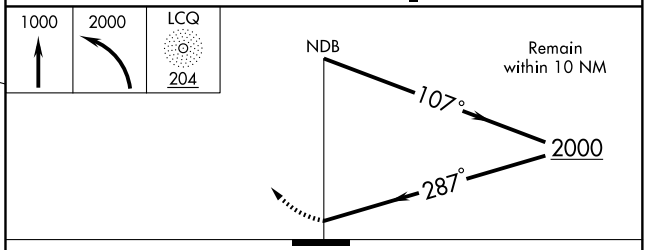
AWOS-3	JACKSONVILLE CENTER	LAKE CITY TOWER ★	GND CON	UNICOM
120.675	125.375 254.325	119.2 (CTAF) 314.6	121.9	122.7 L



ELEV 201



REIL Rwy 28 L
MIRL Rwys 5-23 and 10-28 L



CATEGORY	A	B	C	D
S-28	660-1 464 (500-1)		660-1¼ 464 (500-1¼)	660-1½ 464 (500-1½)
CIRCLING	760-1 559 (600-1)		760-1½ 559 (600-1½)	760-2 559 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	8003
100°	TDZE	201
	Apt Elev	201

RNAV (GPS) RWY 10

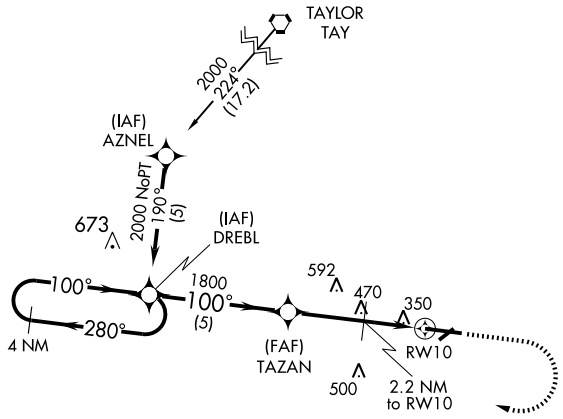
LAKE CITY MUNI (LCQ)

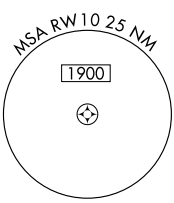
NA

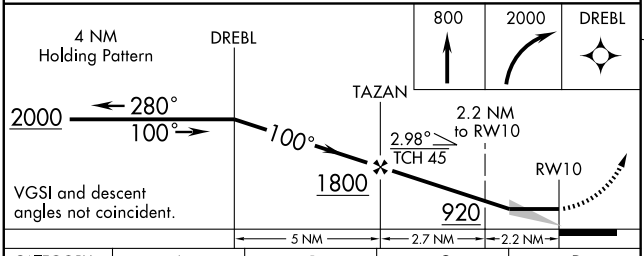
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct DREBL WP and hold.

AWOS-3	JACKSONVILLE CENTER	LAKE CITY TOWER ★	GND CON	UNICOM
120.675	125.375 254.325	119.2 (CTAF) 314.6	121.9	122.7 L

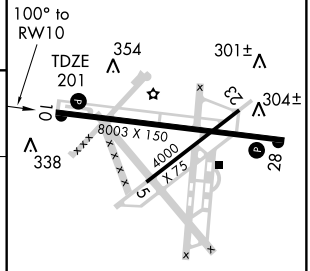






CATEGORY	A	B	C	D
LNAV MDA	700-1 499 (500-1)		700-1¼ 499 (500-1¼)	700-1½ 499 (500-1½)
CIRCLING	760-1 559 (600-1)		760-1½ 559 (600-1½)	760-2 559 (600-2)

ELEV 201



REIL Rwy 28 L
MIRL Rwys 5-23 and 10-28 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8003
CH 82008	280°	TDZE	196
W28A		Apt Elev	201

RNAV (GPS) RWY 28

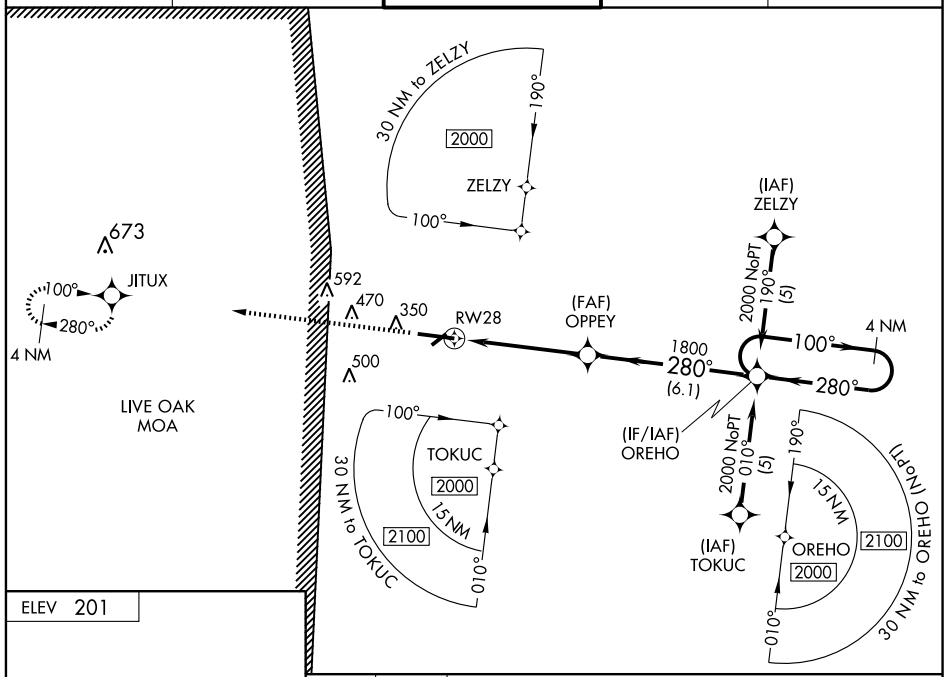
LAKE CITY MUNI (LCQ)

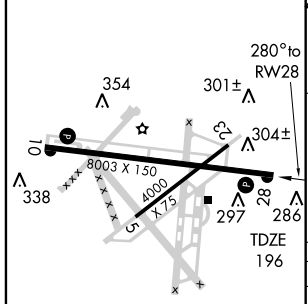
T
A NA

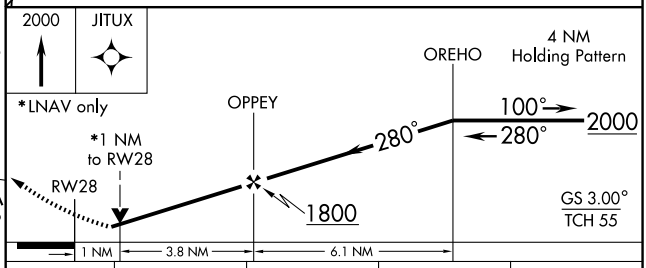
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 624, LNAV/VNAV DA to 640, and all MDA 100 feet; increase LPV, LNAV/VNAV, and LNAV Cats. C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Gainesville altimeter setting.

MISSED APPROACH: Climb to 2000 direct JITUX and hold.

AWOS-3	JACKSONVILLE CENTER	LAKE CITY TOWER ★	GND CON	UNICOM
120.675	125.375 254.325	119.2 (CTAF) 314.6	121.9	122.7 L







CATEGORY	A	B	C	D
LPV DA	540-1¼ 344 (400-1¼)			
LNAV/VNAV DA	556-1¼ 360 (400-1¼)			
LNAV MDA	560-1 364 (400-1)			560-1¼ 364 (400-1¼)
CIRCLING	660-1 459 (500-1)		660-1½ 459 (500-1½)	760-2 559 (600-2)

REIL Rwy 28 L

MIRL Rwys 5-23 and 10-28 L

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC LAL 116.0 Chan 107	APP CRS 104°	Rwy Idg N/A TDZE N/A Apt Elev 126

VOR/DME or GPS-B

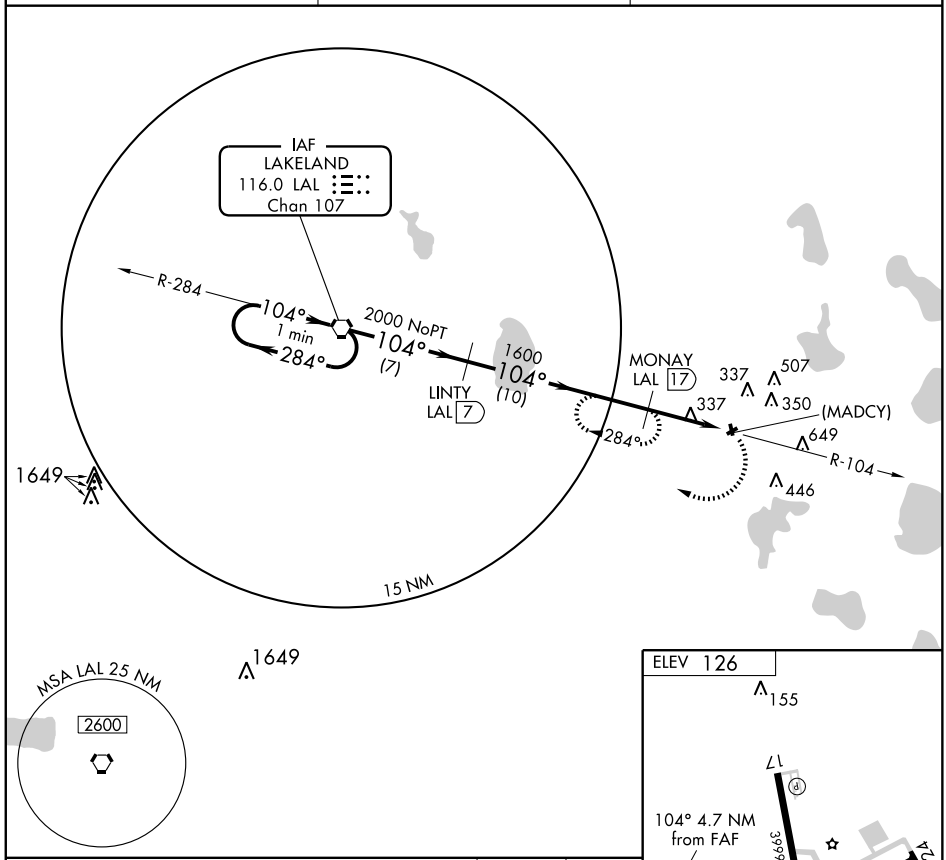
LAKE WALES MUNI (X07)

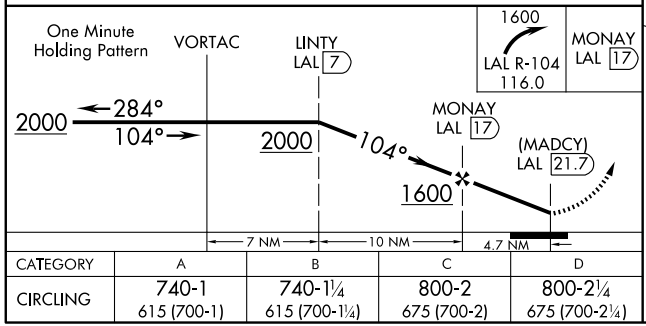
T
A NA

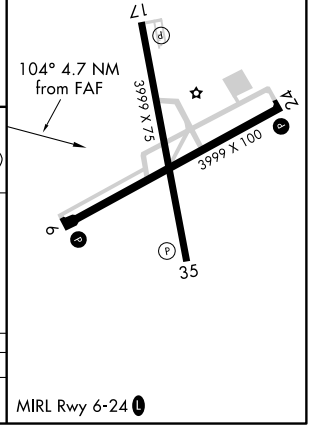
Use Orlando altimeter setting.

MISSED APPROACH: Climbing right turn to 1600 via LAL R-104 to MONAY 17 DME and hold.

AWOS 3	TAMPA APP CON	UNICOM
124.225	120.65 290.3	122.8 (CTAF) L★







CATEGORY	A	B	C	D
CIRCLING	740-1 615 (700-1)	740-1¼ 615 (700-1¼)	800-2 675 (700-2)	800-2¼ 675 (700-2¼)

MIRL Rwy 6-24 L

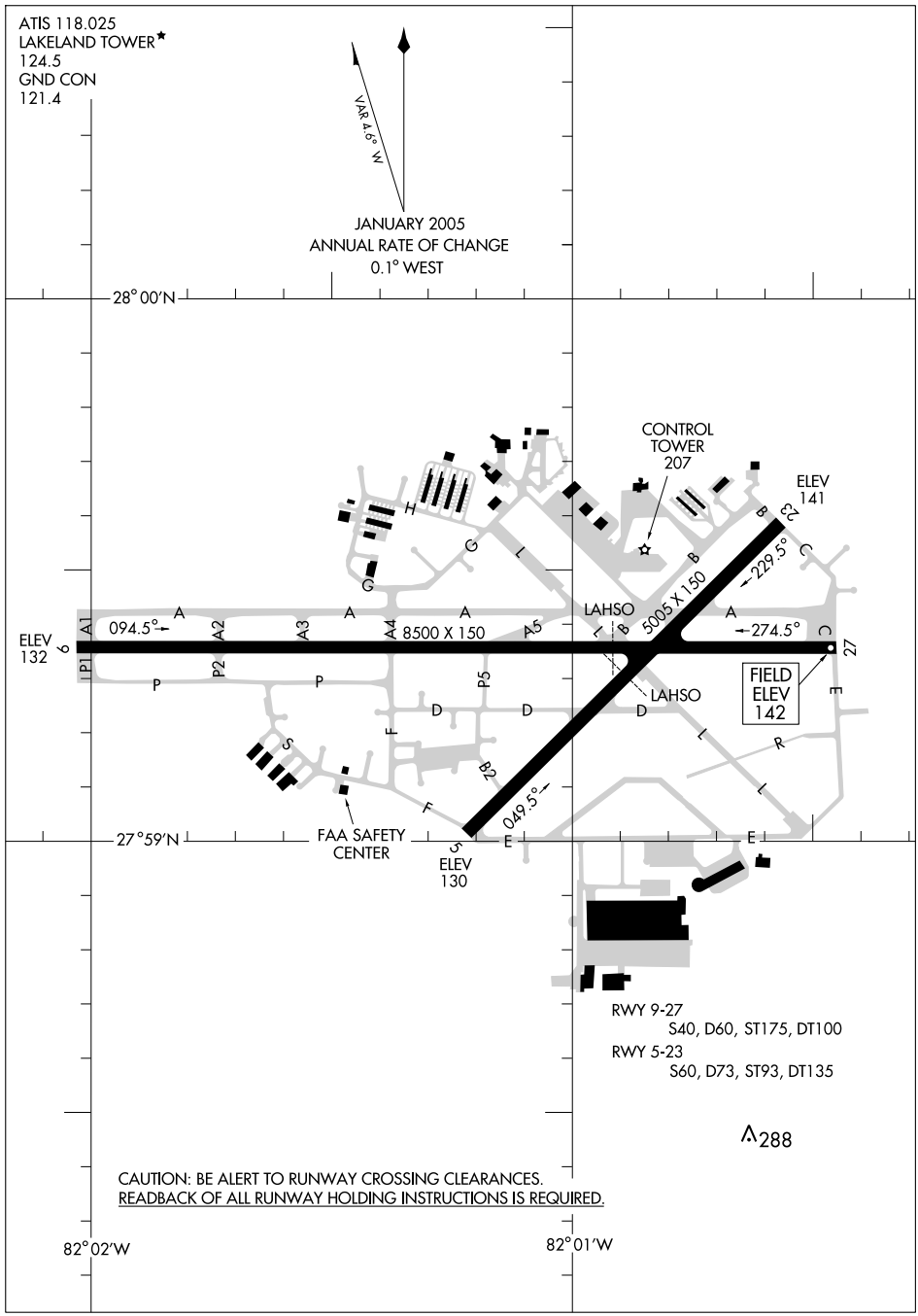
SE-3, 03 JUN 2010 to 01 JUL 2010

07354

AIRPORT DIAGRAM

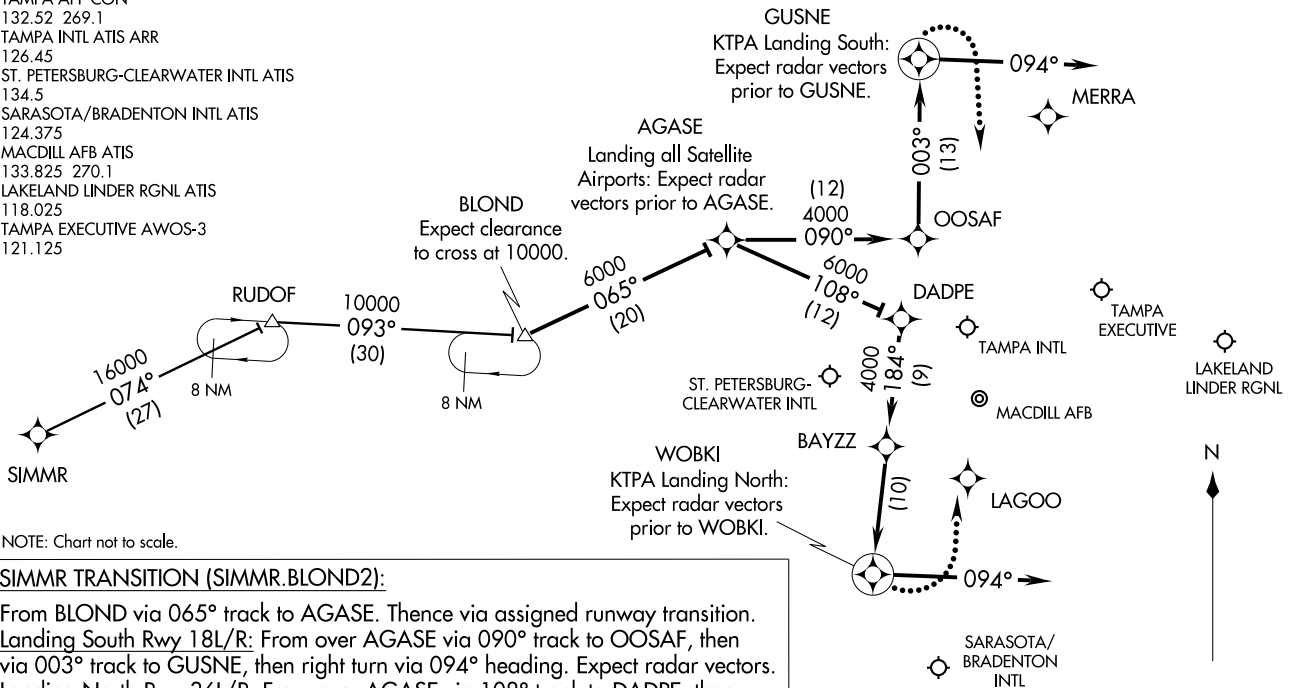
AL-939 (FAA)

LAKELAND LINDER RGNL (LAL)
LAKELAND, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

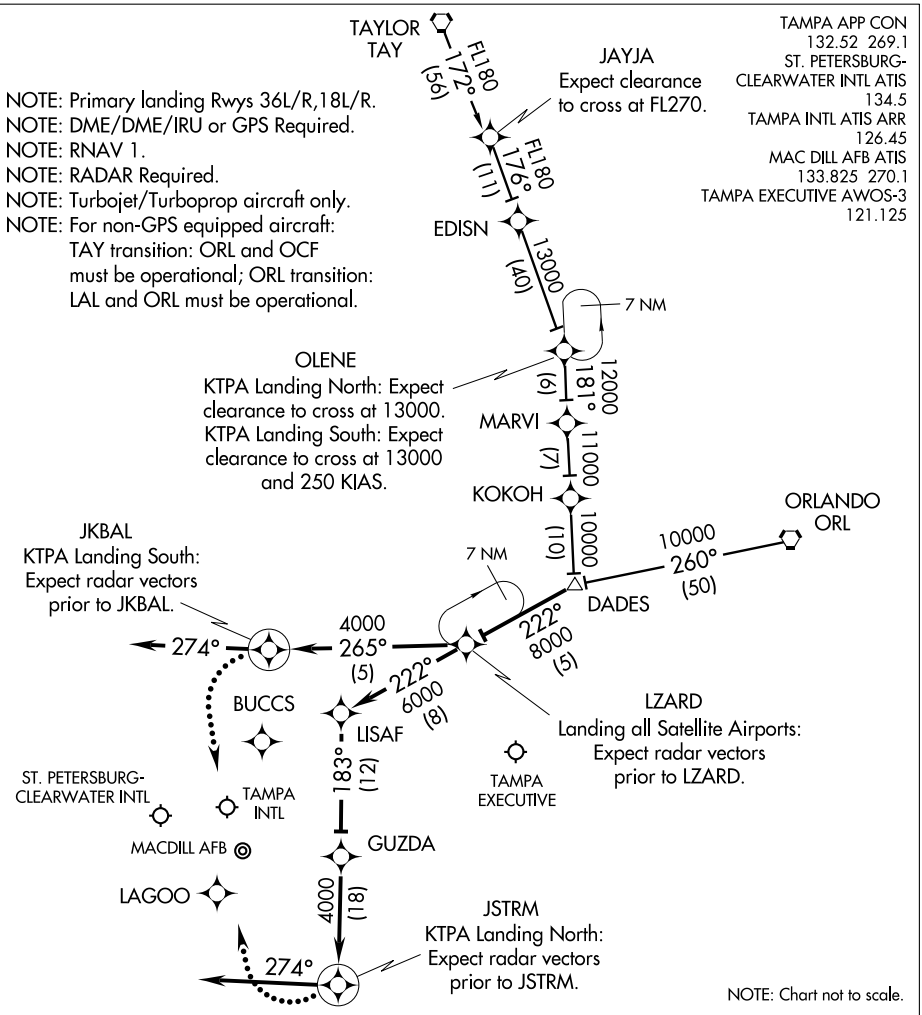
LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

DADES TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: TAY transition: ORL and OCF must be operational; ORL transition: LAL and ORL must be operational.

TAMPA APP CON
132.52 269.1
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
TAMPA INTL ATIS ARR
126.45
MAC DILL AFB ATIS
133.825 270.1
TAMPA EXECUTIVE AWOS-3
121.125

ORLANDO TRANSITION (ORL.DADES2):

TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.
KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.
KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-LAL	APP CRS	Rwy Idg	5005
110.1	049°	TDZE	136
		Apt Elev	142

ILS or LOC RWY 5

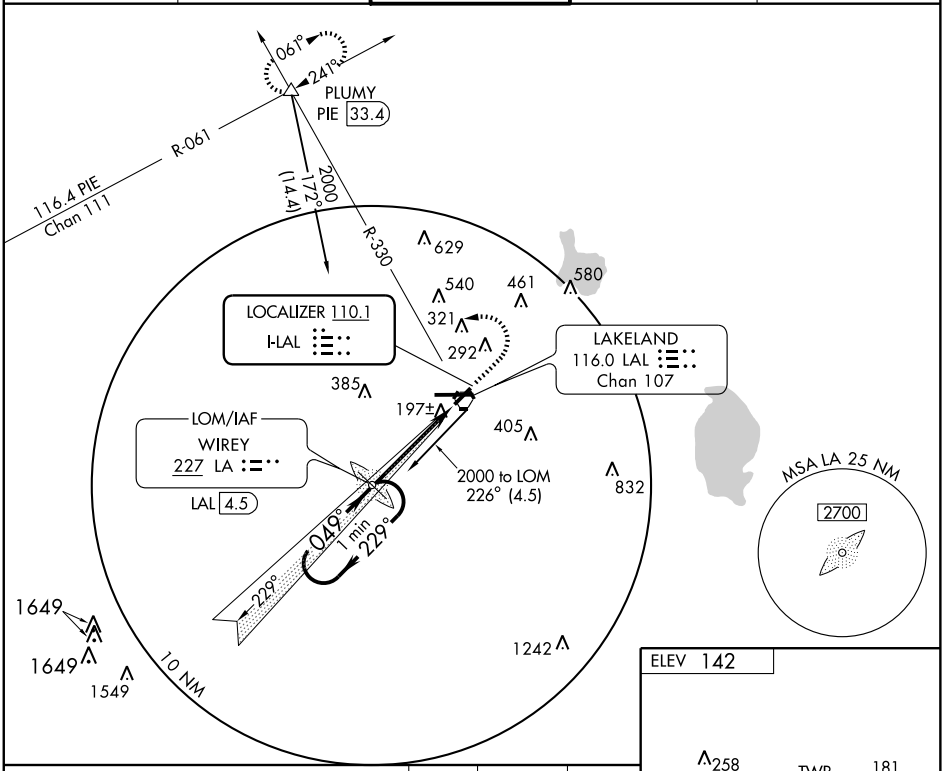
LAKELAND LINDER RGNL (LAL)

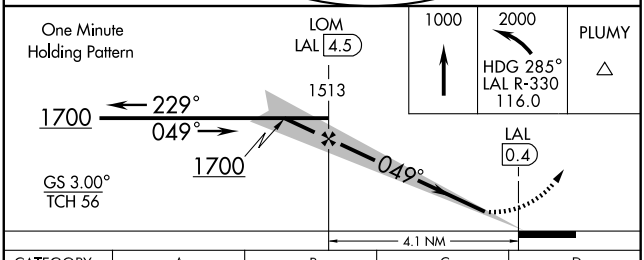
For inoperative MALSR, increase local altimeter setting S-LOC 5 Cat. D visibility to 1 mile. When control tower closed, use Plant City Muni altimeter setting and increase all DA/MDA 20 feet.

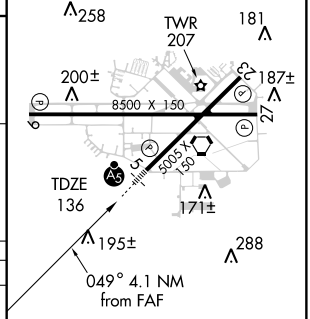
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 285° and via LAL VORTAC R-330 to PLUMY Int/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
S-ILS 5	336-½ 200 (200-½)			
S-LOC 5	460-½ 324 (400-½)			460-¾ 324 (400-¾)
CIRCLING	560-1 418 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-3. 03 JUN 2010 to 01 JUL 2010

LOM LA	APP CRS	Rwy Idg	5005
227	050°	TDZE	136
		Apt Elev	142

NDB RWY 5

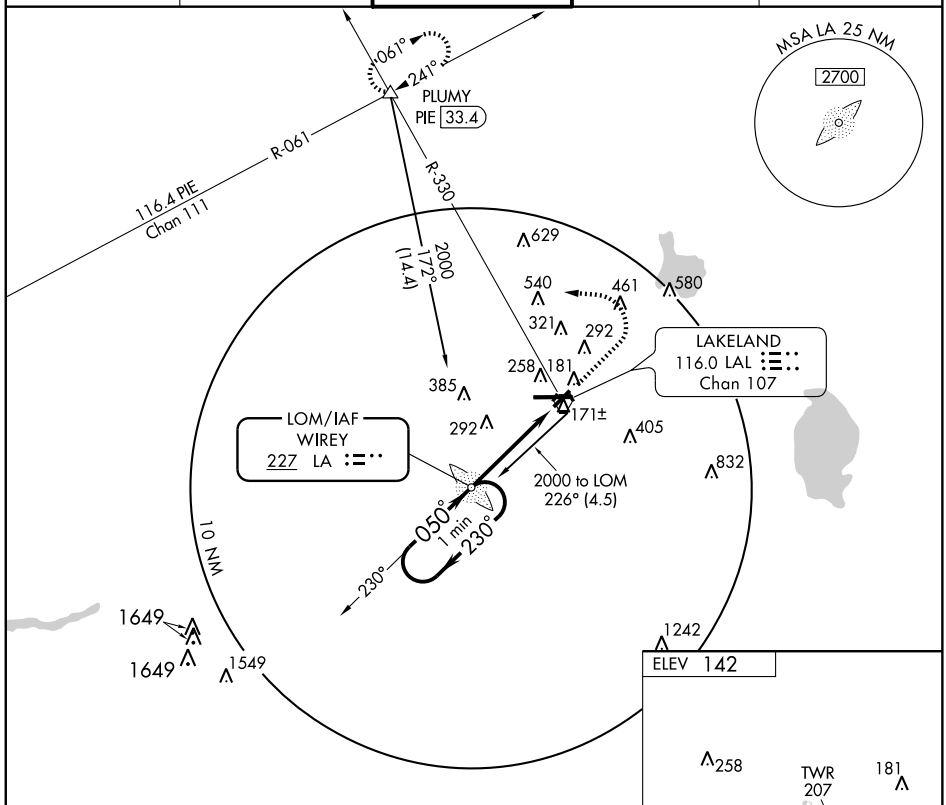
LAKELAND LINDER RGNL (LAL)

When control tower closed, use Plant City Muni altimeter setting and increase all MDA 20 feet.

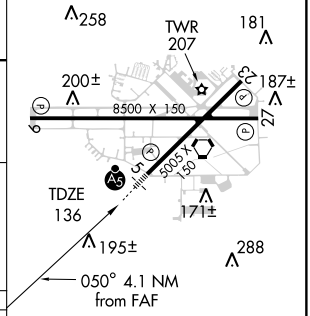
MALSR

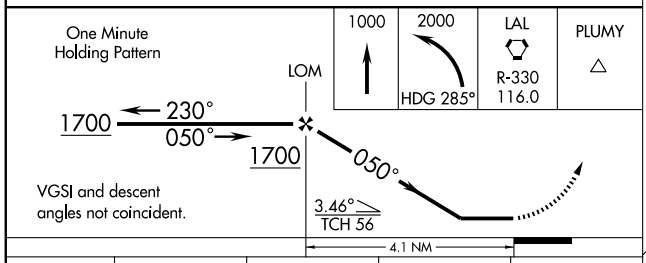
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 285° and via LAL VORTAC R-330 to PLUMY Int/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95



ELEV 142





CATEGORY	A	B	C	D
S-5	600-¾ 464 (500-¾)			600-1¼ 464 (500-1¼)
CIRCLING	600-1 458 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5005
CH 42805	049°	TDZE	136
W05A		Apt Elev	142

RNAV (GPS) RWY 5

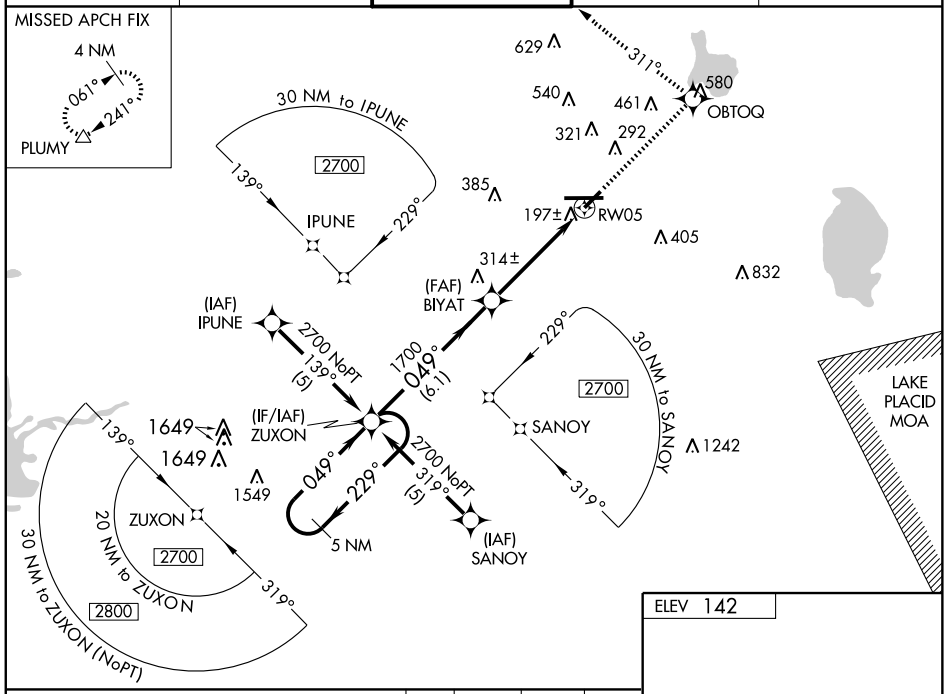
LAKELAND LINDER RGNL (LAL)

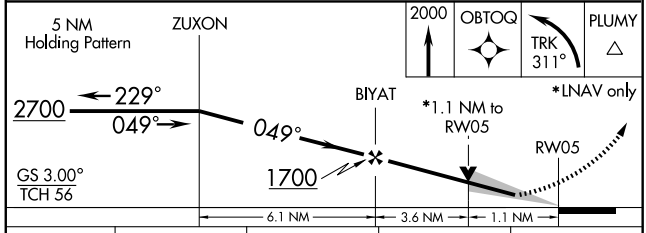
For inoperative MALSR, increase LNAV Cat. D visibility to 1¼ mile and Plant City Muni altimeter setting minimums LNAV Cat. D visibility to 1¼ mile. Baro-VNAV NA when using Plant City Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet and LNAV Cat. C visibility to ¾ mile. VDP NA when using Plant City Muni altimeter setting. DME/DME RNP-0.3 NA.

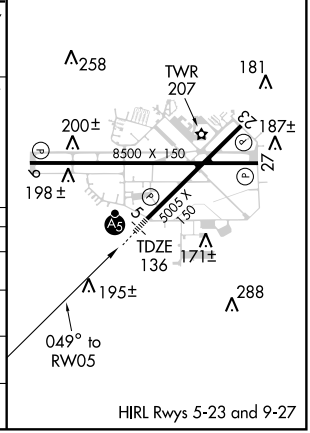
MALSR

MISSED APPROACH: Climb to 2000 direct OBTOQ and left turn via 311° track to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
LPV DA	336-½ 200 (200-½)			
LNAV/VNAV DA	499-¾ 363 (400-¾)			
LNAV MDA	520-½ 384 (400-½)			520-1 384 (400-1)
CIRCLING	560-1 418 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 78305 W09A	APP CRS 094°	Rwy Idg 8500 TDZE 132 Apt Elev 142

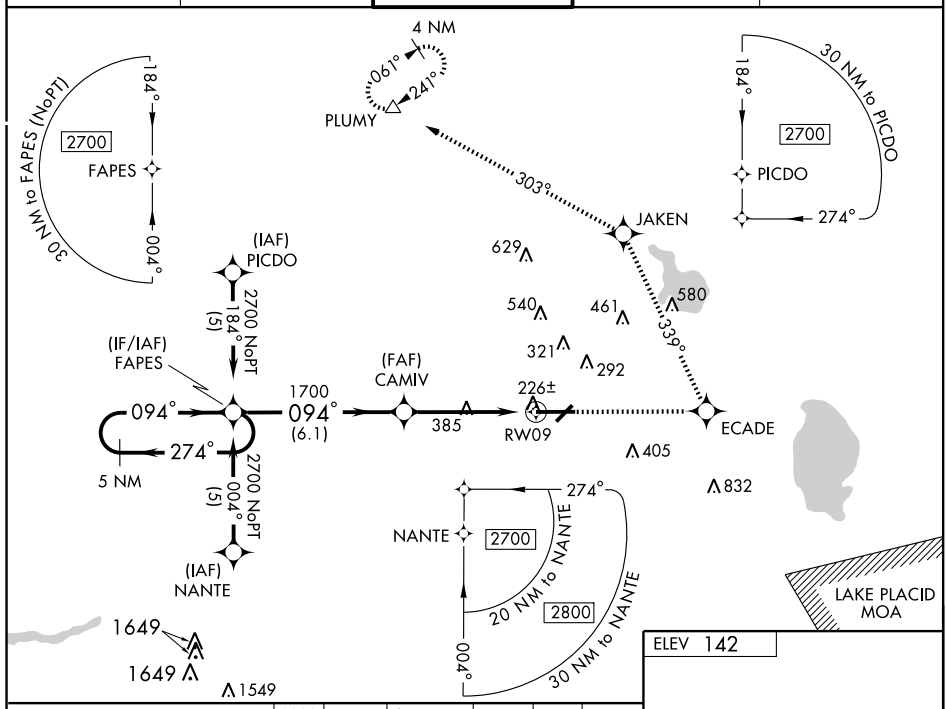
RNAV (GPS) RWY 9

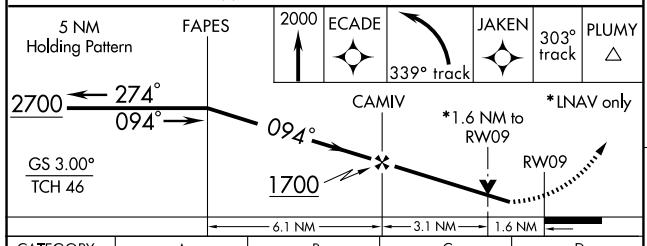
LAKELAND LINDER RGNL (LAL)

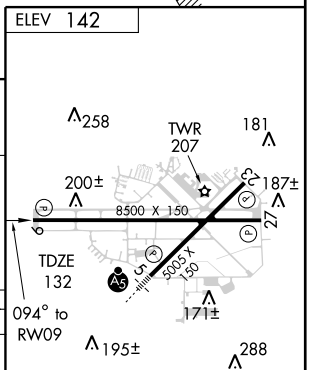
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet and LPV visibility ¼ mile. VDP NA when using Plant City Muni altimeter setting. Visibility reduction by helicopter NA. Baro-VNAV NA when using Plant City Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct ECADE and left turn via 339° track to JAKEN then via 303° track to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
LPV DA	452-1 320 (400-1)			
LNAV/VNAV DA	496-1¼ 364 (400-1¼)			
LNAV MDA	700-1 568 (600-1)		700-1½ 568 (600-1½)	700-1¾ 568 (600-1¾)
CIRCLING	700-1 558 (600-1)		700-1½ 558 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS CH 77805 W23A	APP CRS 229°	Rwy Idg 5005 TDZE 141 Apt Elev 142

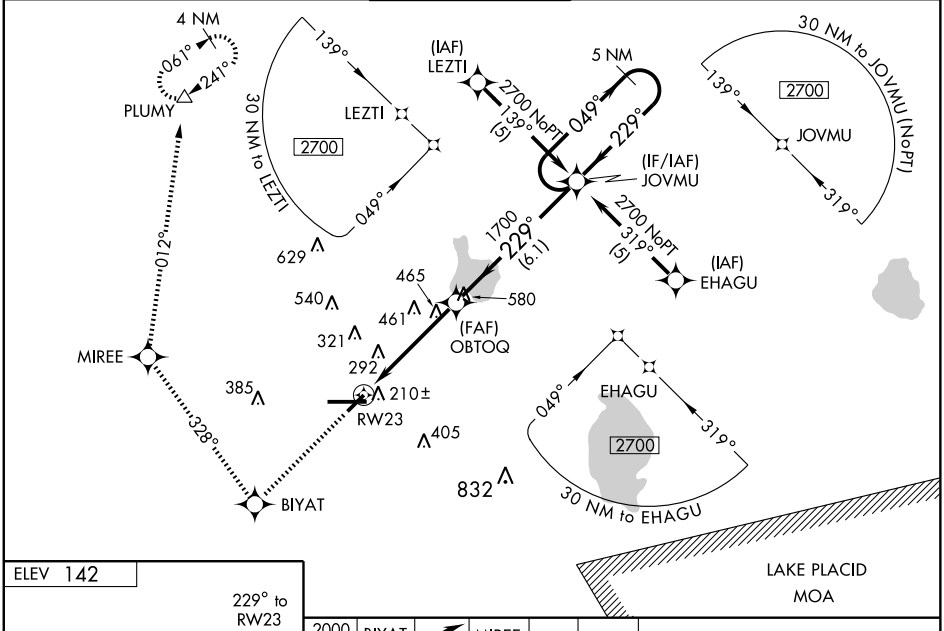
RNAV (GPS) RWY 23

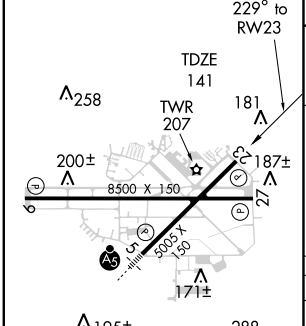
LAKELAND LINDER RGNL (LAL)

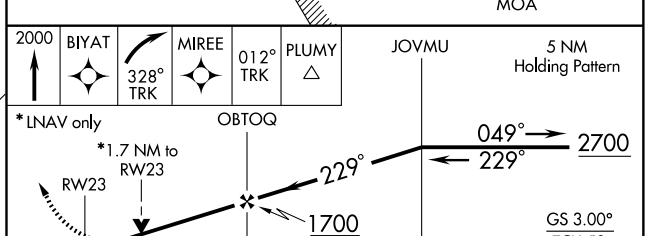
T Baro-VNAV NA when using Plant City Muni altimeter setting.
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet.
VDP NA when using Plant City Muni altimeter setting.

MISSED APPROACH: Climb to 2000 direct BIYAT and right turn via 328° track to MIREE then via 012° track to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
LPV DA	426-1 285 (300-1)			
LNAV/VNAV DA	480-1¼ 339 (400-1¼)			
LNAV MDA	720-1 579 (600-1)		720-1½ 579 (600-1½)	720-1¾ 579 (600-1¾)
CIRCLING	720-1 578 (600-1)		720-1½ 578 (600-1½)	720-2 578 (600-2)

HIRL Rwys 5-23 and 9-27

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS CH 82605 W27A	APP CRS 274°	Rwy Idg 8500 TDZE 142 Apt Elev 142

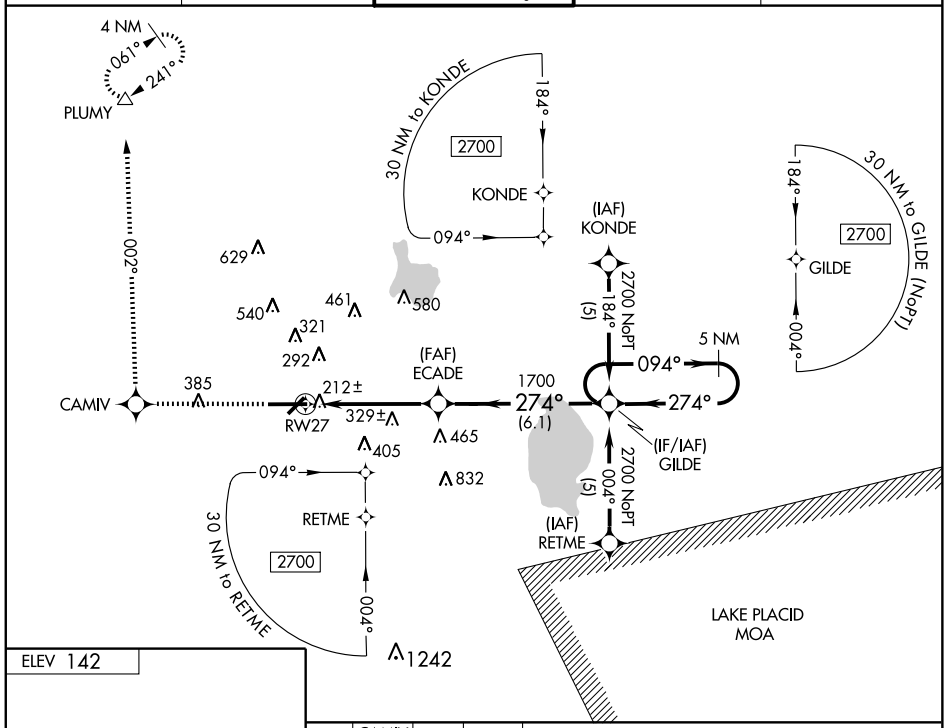
RNAV (GPS) RWY 27

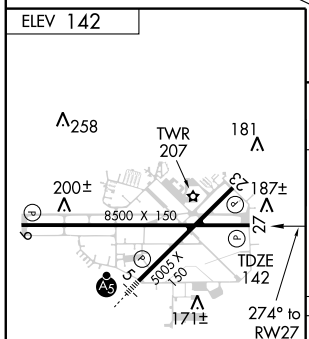
LAKELAND LINDER RGNL (LAL)

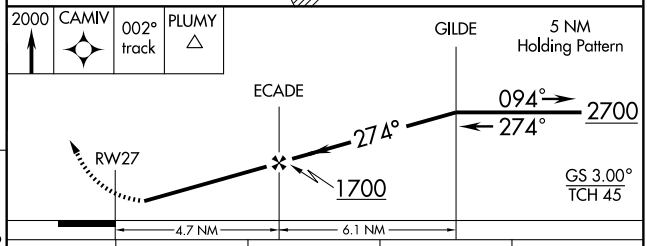
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Plant City Muni altimeter setting. DME/DME-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Plant City Muni altimeter setting and increase all DAs/MDAs 20 feet, and increase LPV visibility to 1¼ mile.

MISSED APPROACH: Climb to 2000 direct CAMIV and via 002° track to PLUMY and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95







CATEGORY	A	B	C	D
LPV DA	449-1 307 (400-1)			
LNAV/VNAV DA	482-1¼ 340 (400-1¼)			
LNAV MDA	580-1 438 (500-1)		580-1¼ 438 (500-1¼)	580-1½ 438 (500-1½)
CIRCLING	580-1 438 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC LAL	APP CRS	Rwy Idg	8500
116.0	096°	TDZE	132
Chan 107		Apt Elev	142

VOR RWY 9

LAKELAND LINDER RGNL (LAL)

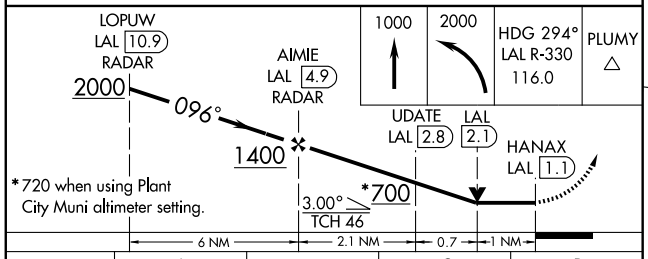
DME or RADAR required. Visibility reduction by helicopters NA. When control tower closed, use Plant City Muni altimeter setting and increase all MDAs 20 feet. VDP NA when using Plant City Muni altimeter setting.

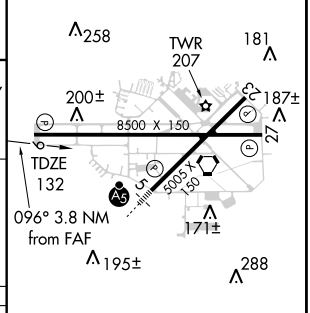
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via heading 294° and via LAL VORTAC R-330 to PLUMY Int/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF)	121.4	122.95

RADAR REQUIRED

PLUMY
PIE 33.4
061°
241°
R-061
116.4 PIE
Chan 111
R-330
629
(IF)
LOPUW
LAL 10.9
RADAR
AIMIE
LAL 4.9
RADAR
540
461
580
321
292
R-276
1400
096°
(6)
226±
258
385
UDATE
LAL 2.8
405
HANAX
LAL 1.1
832
LAKELAND
116.0 LAL
Chan 107
10 NM
1649
1649
1549
1242
MSA LAL 25 NM
2700





CATEGORY	A	B	C	D
S-9	700-1	568 (600-1)	700-1½ 568 (600-1½)	700-1¾ 568 (600-1¾)
CIRCLING	700-1	558 (600-1)	700-1½ 558 (600-1½)	700-2 558 (600-2)

HIRL Rwys 5-23 and 9-27

FAF to MAP 3.8 NM

Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC LAL	APP CRS	Rwy Idg	8500
116.0	256°	TDZE	142
Chan 107		Apt Elev	142

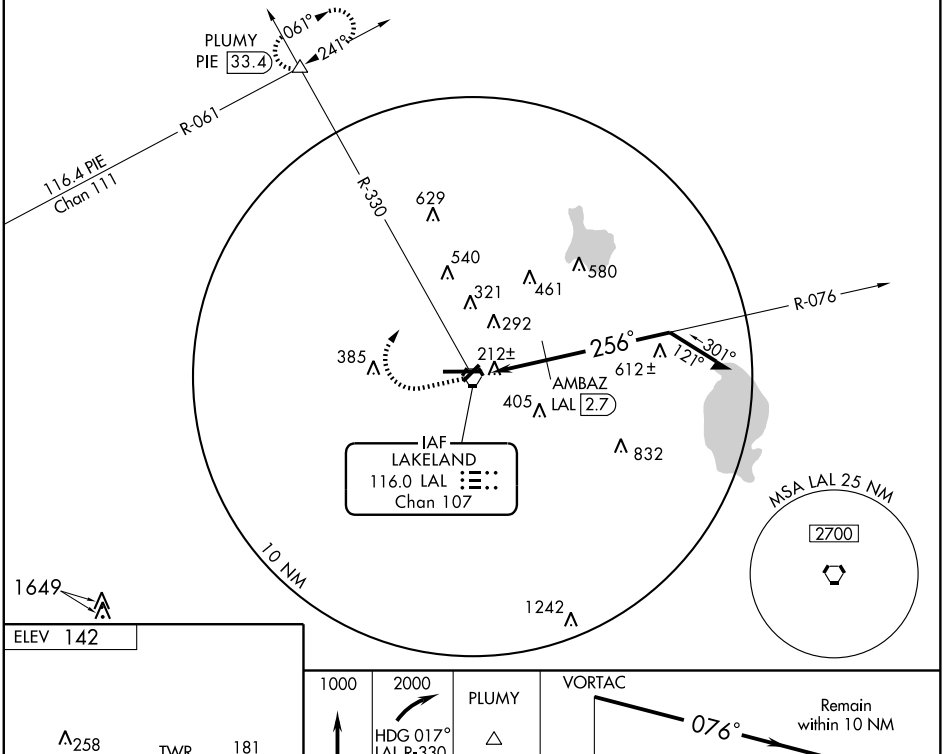
VOR RWY 27

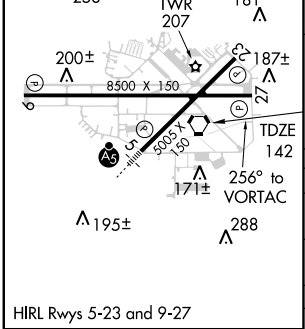
LAKELAND LINDER RGNL (LAL)

When control tower closed, use Plant City Muni altimeter setting and increase all MDAs 20 feet and increase AMBAZ Fix minimums S-27 Cat. D visibility to 1¼ mile.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via heading 017° and LAL VORTAC R-330 to PLUMY Int/PIE 33.4 DME and hold.

ATIS	TAMPA APP CON	LAKELAND TOWER ★	GND CON	UNICOM
118.025	120.65 290.3	124.5 (CTAF) L	121.4	122.95



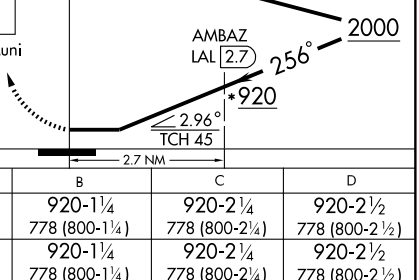


HIRL Rwys 5-23 and 9-27

Knots	60	90	120	150	180
Min:Sec					

1000	2000	PLUMY
	HDG 017° LAL R-330 116.0	△

*940 when using Plant City Muni altimeter setting.



CATEGORY	A	B	C	D
S-27	920-1 778 (800-1)	920-1¼ 778 (800-1¼)	920-2¼ 778 (800-2¼)	920-2½ 778 (800-2½)
CIRCLING	920-1 778 (800-1)	920-1¼ 778 (800-1¼)	920-2¼ 778 (800-2¼)	920-2½ 778 (800-2½)
AMBAZ FIX MINIMUMS				
S-27	480-1 338 (400-1)			
CIRCLING	560-1 418 (500-1)	660-1 518 (600-1)	660-1½ 518 (600-1½)	700-2 558 (600-2)

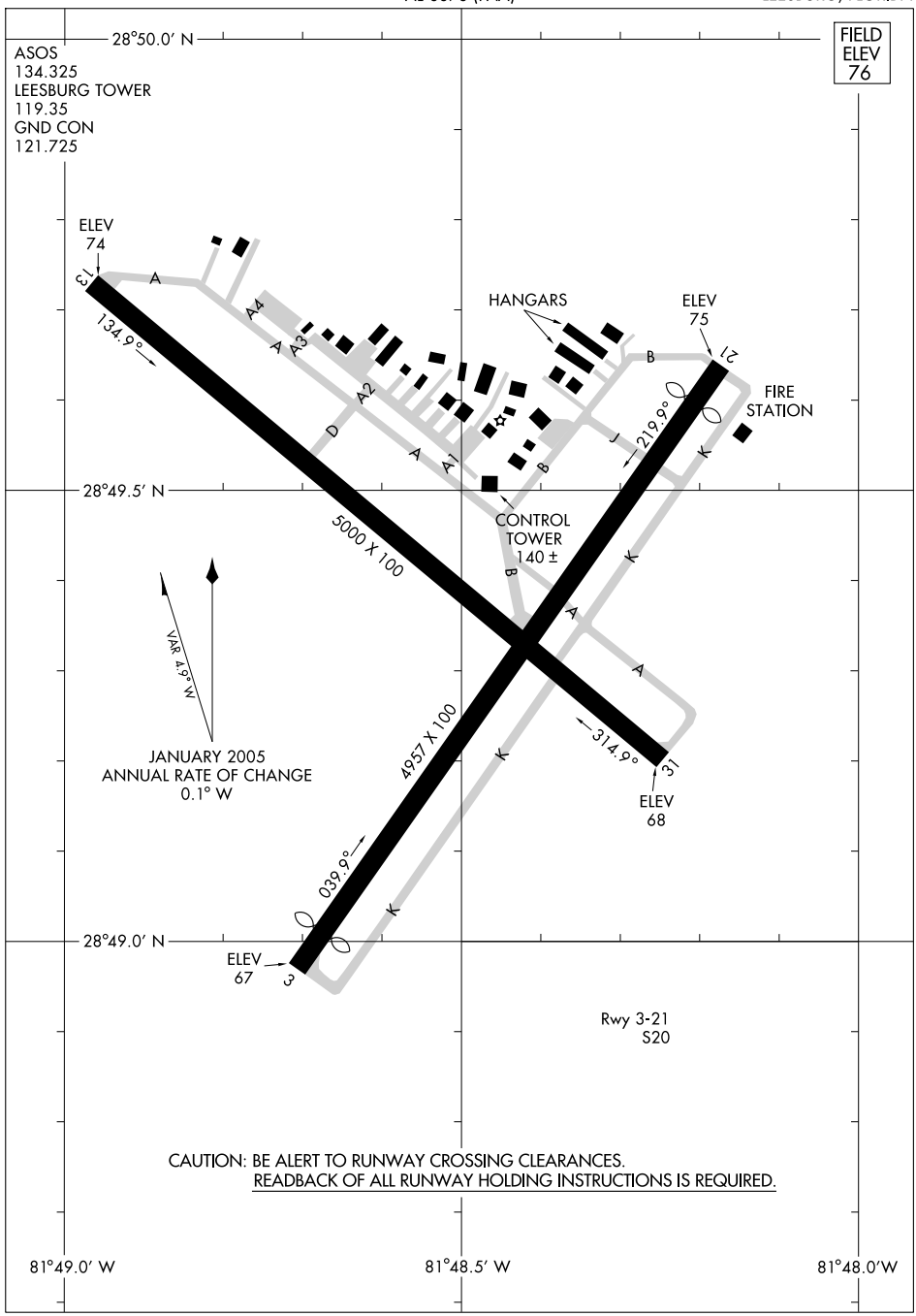
SE-3, 03 JUN 2010 to 01 JUL 2010

09295

AIRPORT DIAGRAM

AL-6676 (FAA)

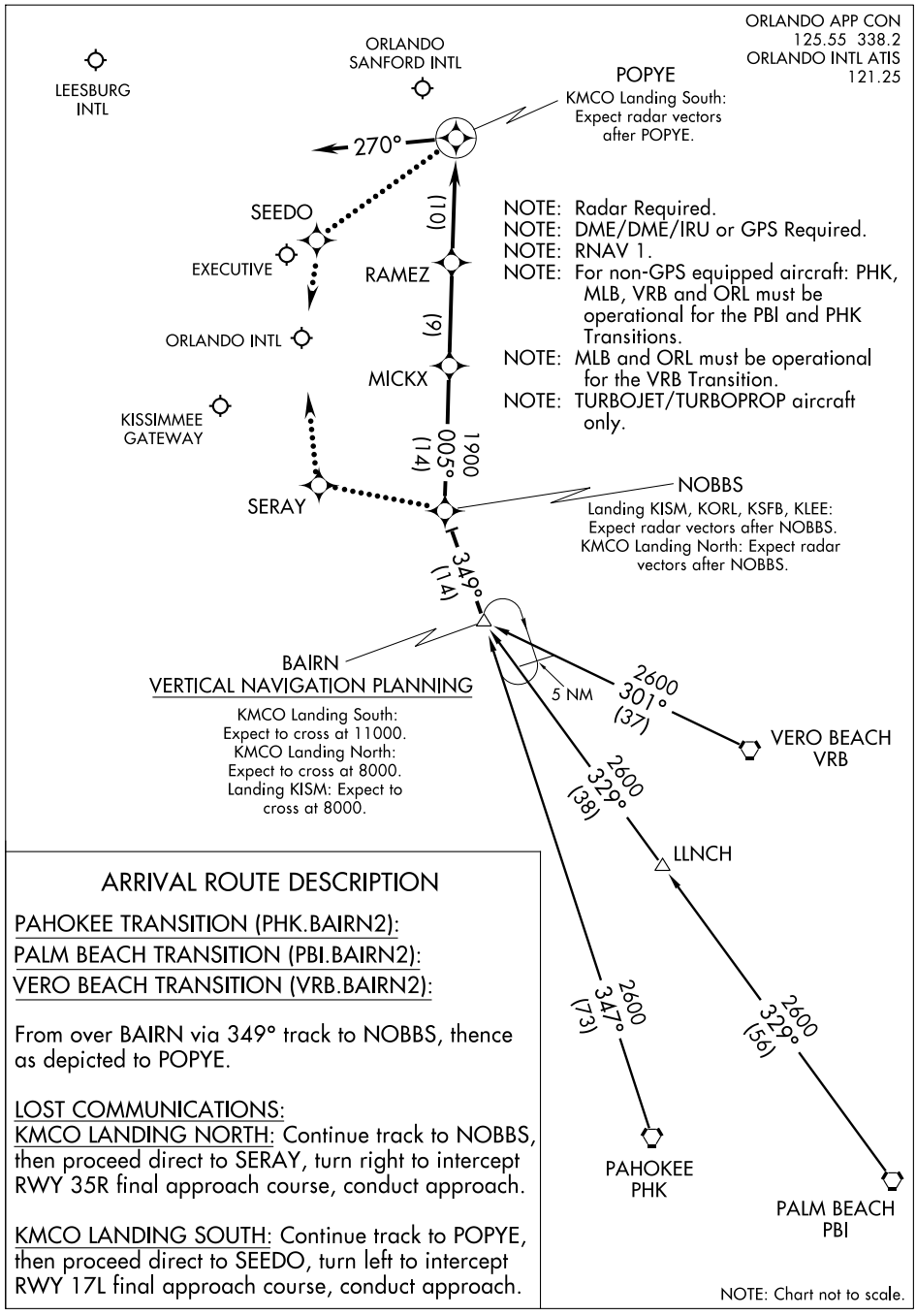
LEESBURG INTL (LEE)
LEESBURG, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

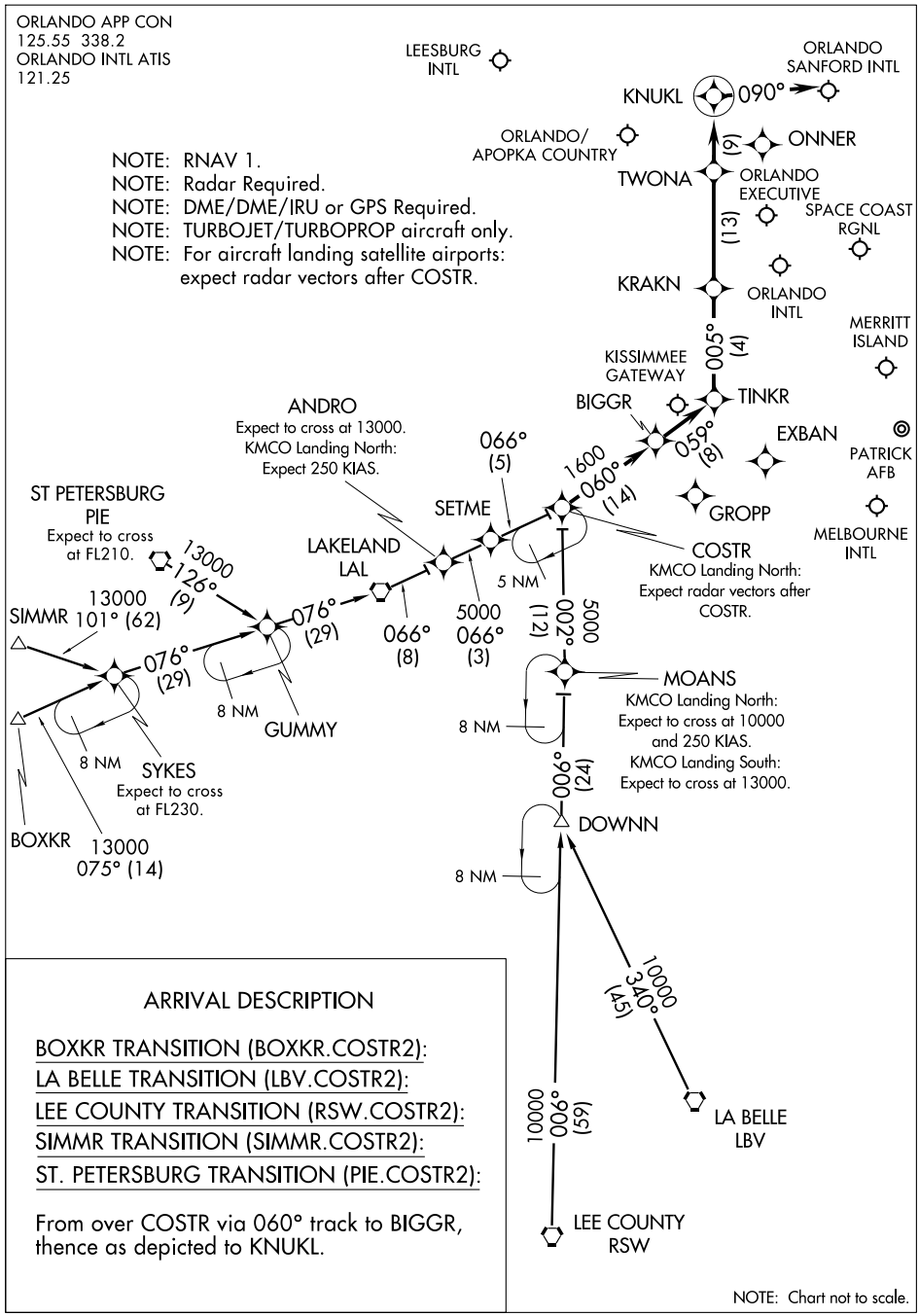
From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

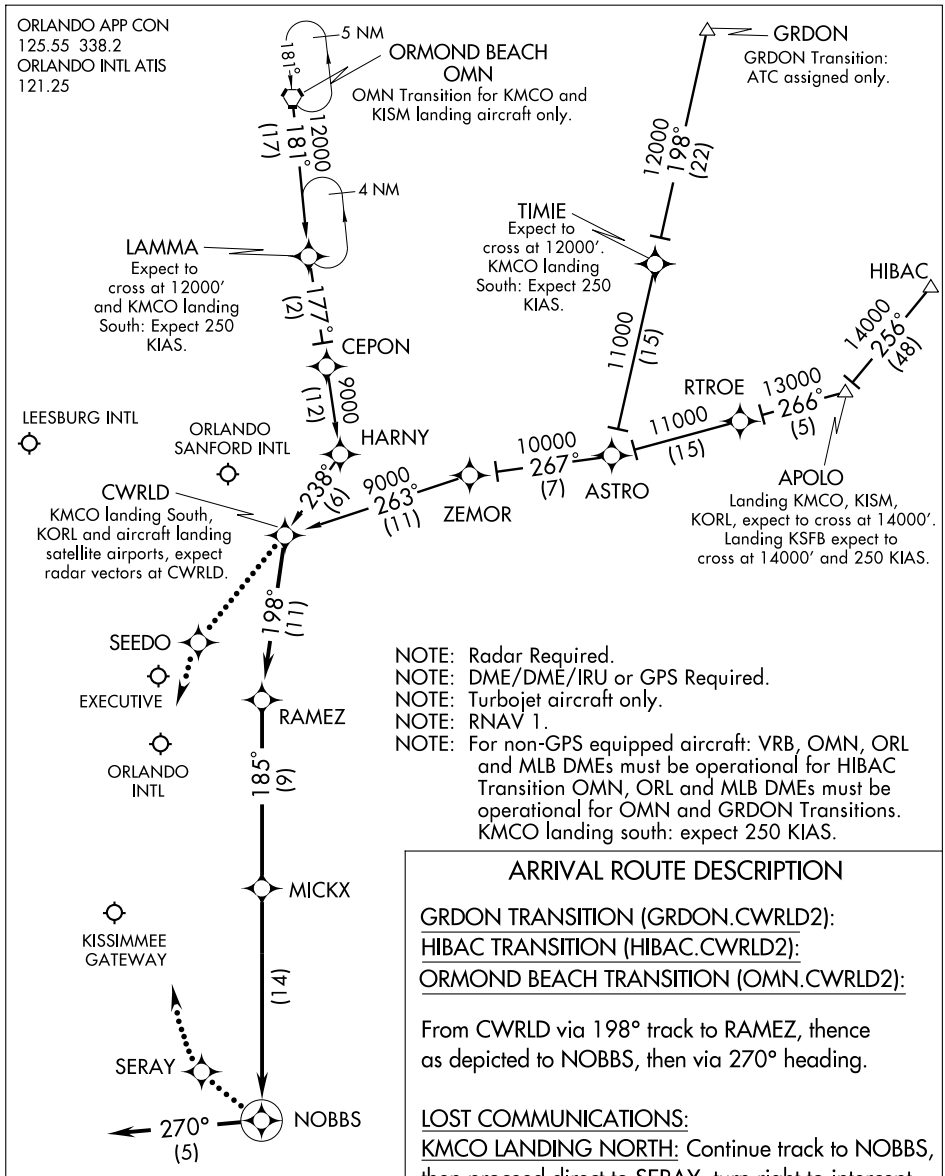
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

(CWRLD.CWRLD2) 09127 ST-571 (FAA)

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

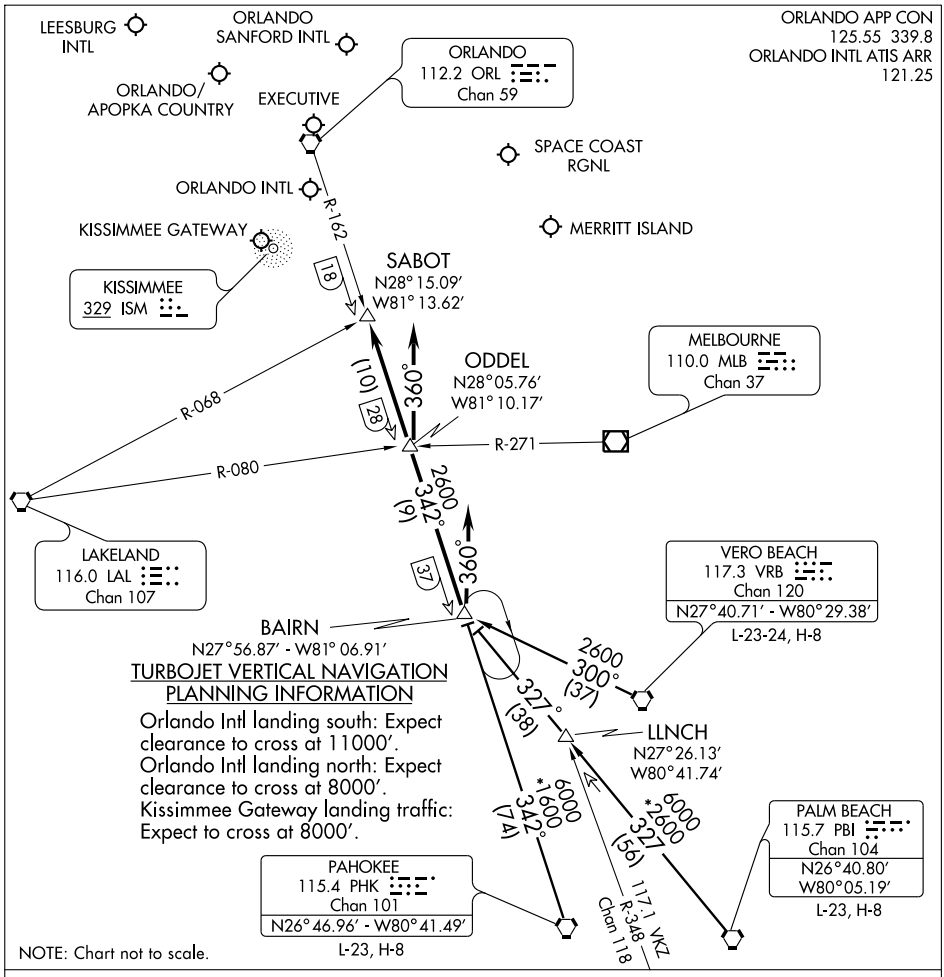
NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

MINEE FOUR ARRIVAL (MINEE.MINEE4)

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 120° (9)

SYKES
N27°39.88′
W83°02.99′

13000 070° (29)

R-250

R-106

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

72

13000 070° (14)

83

10000 003° (24)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83° 17.93′

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

10000 334° (45)

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

NOTE: Chart not to scale.

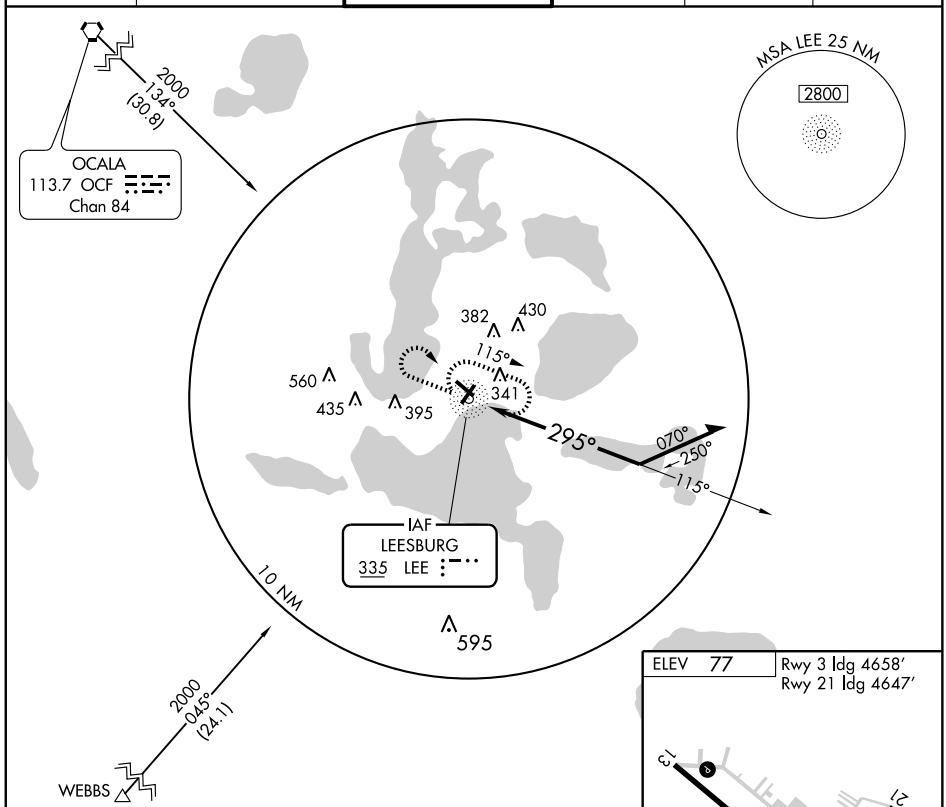
NDB LEE 335	APP CRS 295°	Rwy Idg 5000 TDZE 76 Apt Elev 77

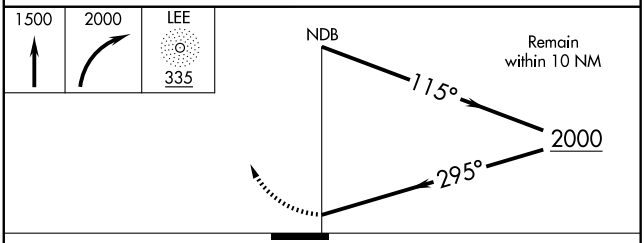
NDB RWY 31
LEESBURG INTL (LEE)

NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct LEE NDB and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	121.1 351.9	119.35 (CTAF) L	121.725	121.725	122.725

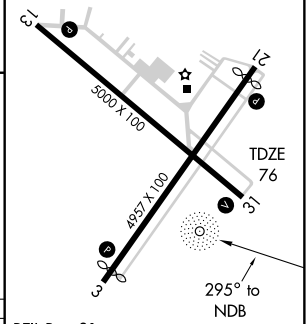




CATEGORY	A	B	C	D
S-31	820-1 744 (800-1)	820-1¼ 744 (800-1¼)	820-2¼ 744 (800-2¼)	820-2½ 744 (800-2½)
CIRCLING	820-1 743 (800-1)	820-1¼ 743 (800-1¼)	820-2¼ 743 (800-2¼)	820-2½ 743 (800-2½)

ELEV 77

Rwy 3 ldg 4658′
Rwy 21 ldg 4647′



REIL Rwy 31
HIRL Rwys 3-21 and 13-31 L

Knots	60	90	120	150	180
Min:Sec					

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS		
039°	Rwy Idg	4658
	TDZE	70
	Apt Elev	76

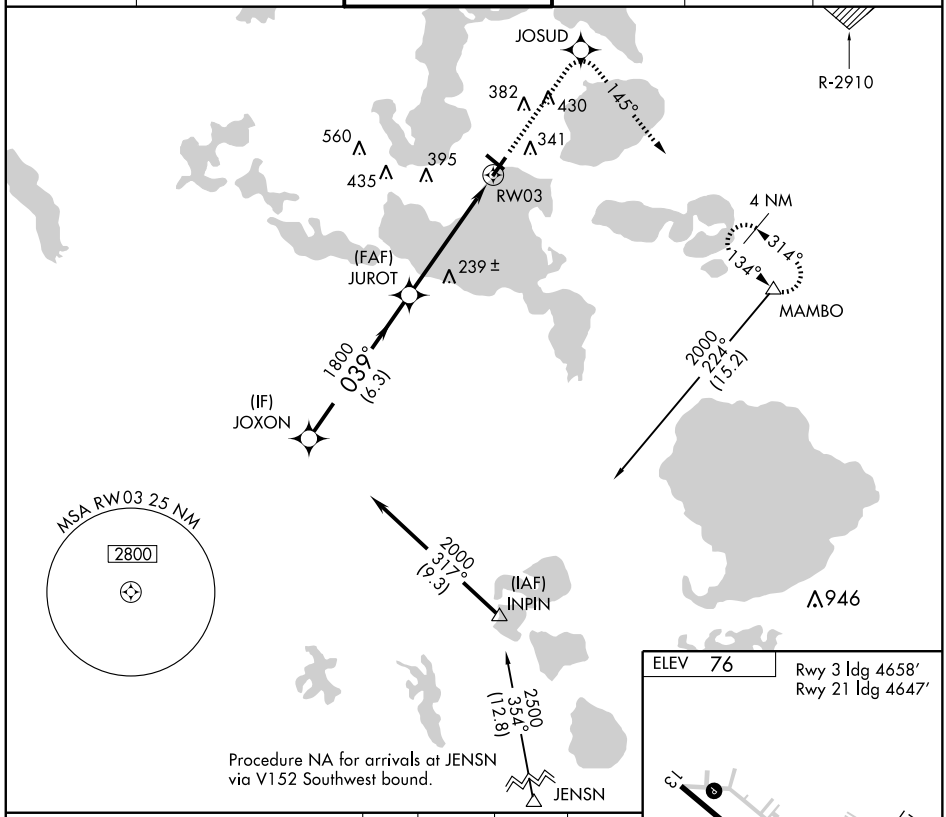
RNAV (GPS) RWY 3

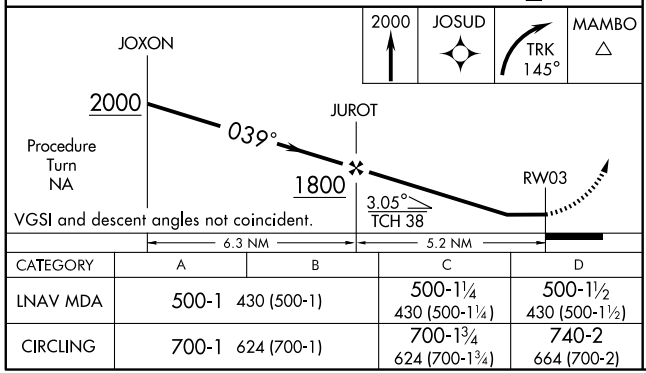
LEESBURG INTL (LEE)

If local altimeter setting not received, use Orlando Intl altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

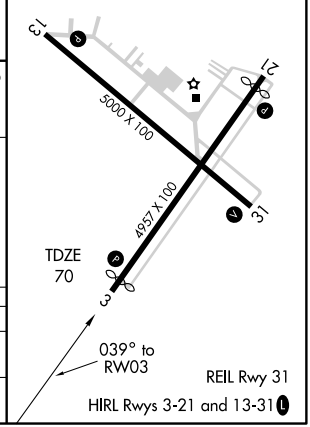
MISSED APPROACH: Climb to 2000 direct JOSUD and right turn via 145° track to MAMBO and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	121.1 351.9	119.35 (CTAF) L	121.725	121.725	122.725





CATEGORY	A	B	C	D
LNAV MDA	500-1 430 (500-1)		500-1¼ 430 (500-1¼)	500-1½ 430 (500-1½)
CIRCLING	700-1 624 (700-1)		700-1¾ 624 (700-1¾)	740-2 664 (700-2)



SE-3, 03 JUN 2010 to 01 JUL 2010

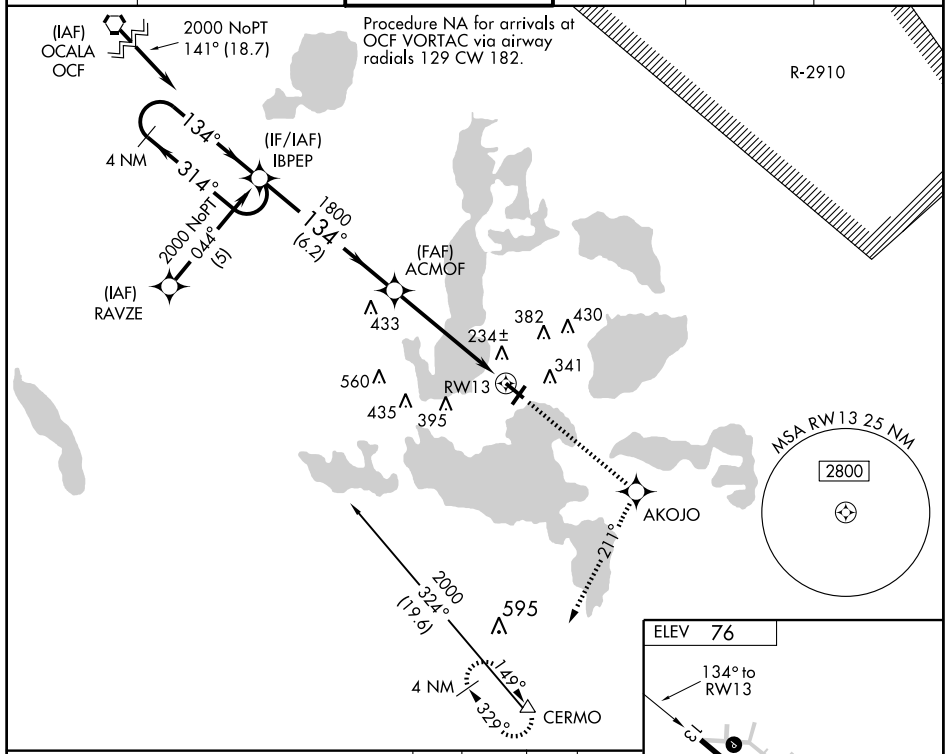
WAAS	APP CRS	Rwy Idg	5000
CH 77802	134°	TDZE	76
W13A		Apt Elev	76

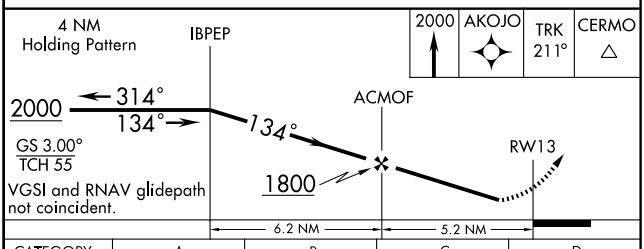
RNAV (GPS) RWY 13
LEESBURG INTL (LEE)

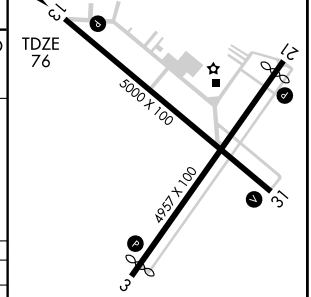
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orlando Intl altimeter setting and increase DA to 498 feet, and all MDA 100 feet, and increase LPV visibility all Cats. ¼ mile, LNAV visibility Cat. C ¼, Cat. D ½ and Circling visibility Cats. C and D ¼.

MISSED APPROACH: Climb to 2000 direct AKOJO and via 211° track to CERMO and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	121.1 351.9	119.35 (CTAF) L	121.725	121.725	122.725







CATEGORY	A	B	C	D
LPV DA	413-1¼ 337 (400-1¼)			
LNAV MDA	500-1 424 (500-1)		500-1¼ 424 (500-1¼)	
CIRCLING	700-1 624 (700-1)		700-1¾ 624 (700-1¾)	700-2 624 (700-2)

REIL Rwy 31
HIRL Rwys 3-21 and 13-31 L

SE-3. 03 JUN 2010 to 01 JUL 2010

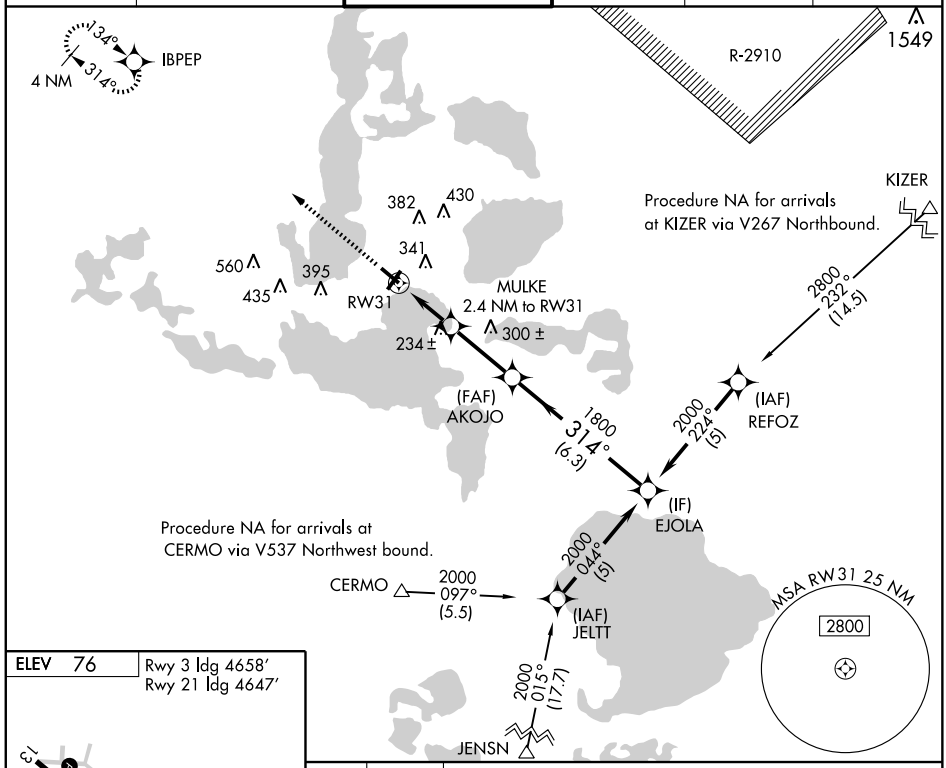
WAAS CH 97602 W31A	APP CRS 314°	Rwy ldg 5000 TDZE 75 Apt Elev 76

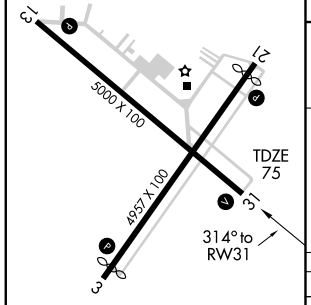
RNAV (GPS) RWY 31
LEESBURG INTL (LEE)

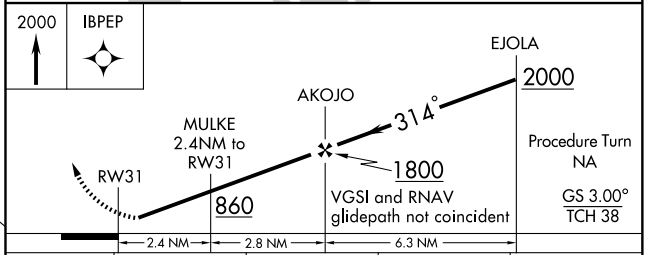
If local altimeter setting not received, use Orlando Intl altimeter setting: increase DA to 439 feet, and all MDAs 100 feet.
DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

MISSED APPROACH: Climb to 2000 direct IBPEP and hold.

ASOS	ORLANDO APP CON	LEESBURG TOWER ★	GND CON	GCO	UNICOM
134.325	121.1 351.9	119.35 (CTAF) L	121.725	121.725	122.725







CATEGORY	A	B	C	D
LPV DA	354-1 279 (300-1)			
LNAV MDA	500-1 425 (500-1)		500-1¼ 425 (500-1¼)	
CIRCLING	700-1 624 (700-1)		700-1¾ 624 (700-1¾)	740-2 664 (700-2)

REIL Rwy 31
HIRL Rwys 3-21 and 13-31 L

SE-3, 03 JUN 2010 to 01 JUL 2010

NDB MTH	APP CRS	Rwy Idg	N/A
260	075°	TDZE	N/A
		Apt Elev	5

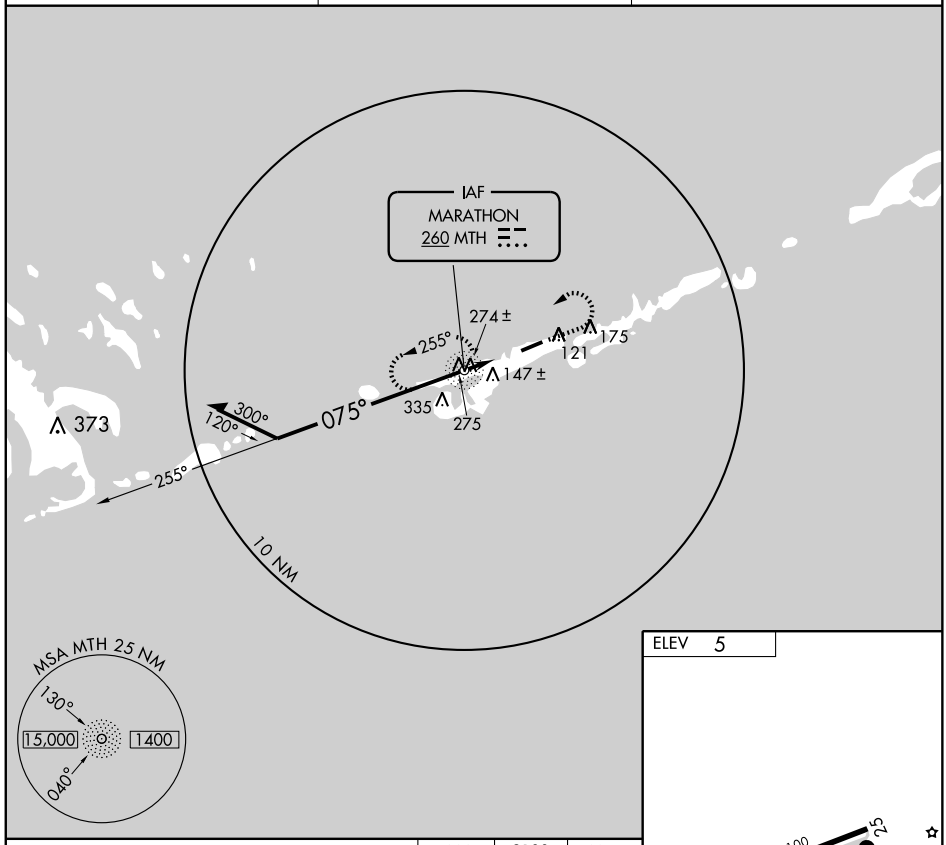
NDB-A

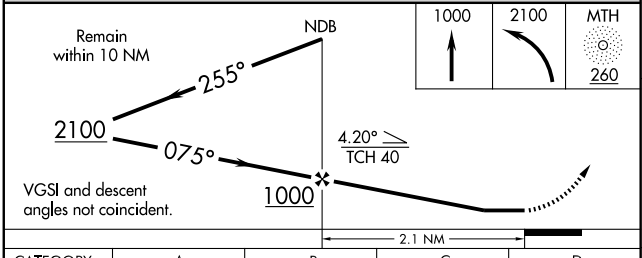
MARATHON/THE FLORIDA KEYS MARATHON (MTH)

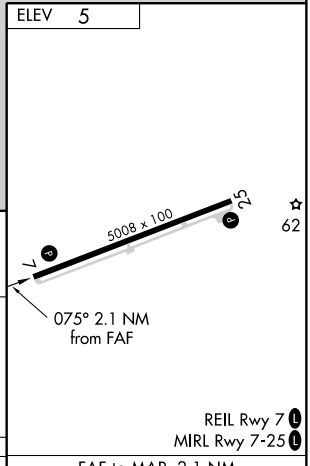
Visibility reduction by helicopters NA.
When local altimeter setting not received, use Key West Intl altimeter setting and increase all MDAs 100 feet and Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct MTH NDB and hold.

ASOS	MIAMI CENTER	UNICOM
135.525	133.5 306.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	460-1 455 (600-1)		460-1½ 455 (500-1½)	580-2 575 (600-2)

FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

SE-3, 03 JUN 2010 to 01 JUL 2010

MARATHON, FLORIDA

AL-6394 (FAA)

WAAS	APP CRS	Rwy Idg	5008
CH 99605	071°	TDZE	5
W07A		Apt Elev	5

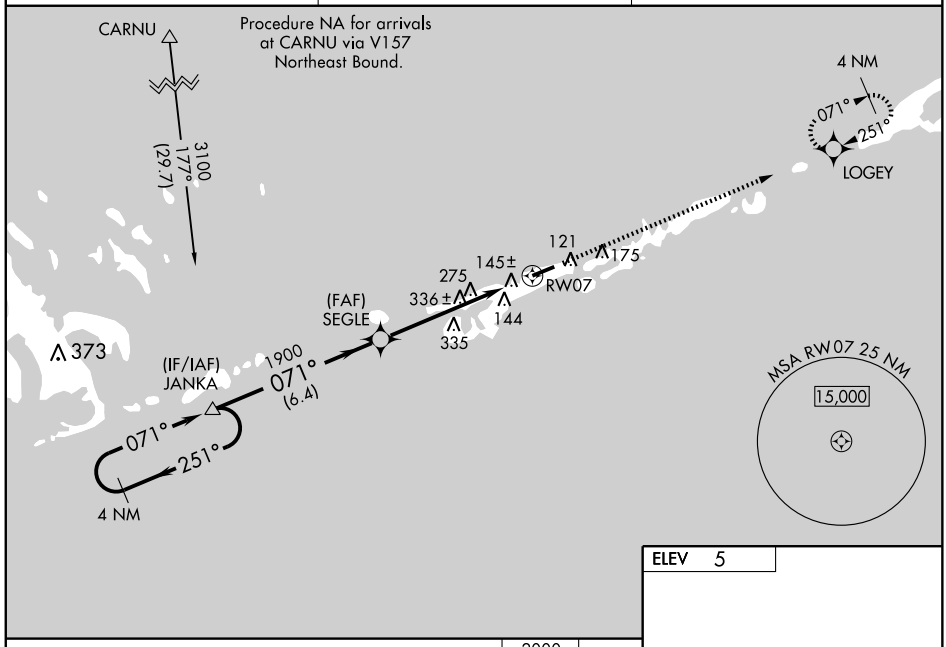
RNAV (GPS) RWY 7

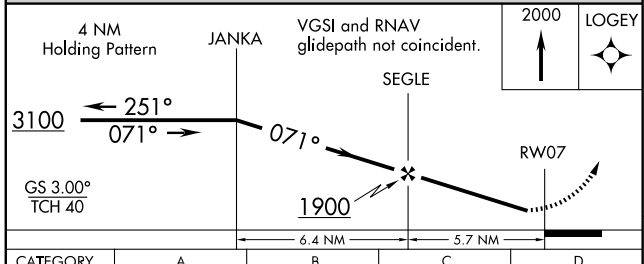
MARATHON/THE FLORIDA KEYS MARATHON (MTH)

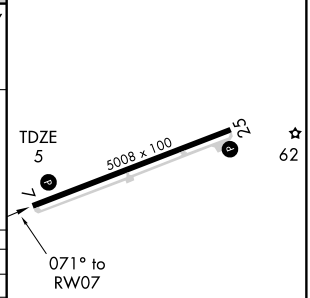
Baro-VNAV NA when using Key West Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key West Intl altimeter setting and increase all DAs 93 feet, increase all MDAs 100 feet, increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ½ mile, and Circling Cat C visibility ½ mile, Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct LOGEY and hold.

ASOS	MIAMI CENTER	UNICOM
135.525	133.5 306.9	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	389-1¼ 384 (400-1¼)			
LNAV/VNAV DA	441-1½ 436 (500-1½)			
LNAV MDA	600-1 595 (600-1)		600-1½ 595 (600-1½)	600-1¾ 595 (600-1¾)
CIRCLING	600-1 595 (600-1)		600-1½ 595 (600-1½)	600-2 595 (600-2)

REIL Rwy 7 L
MIRL Rwy 7-25 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5008
CH 58312	251°	TDZE	5
W25A		Apt Elev	5

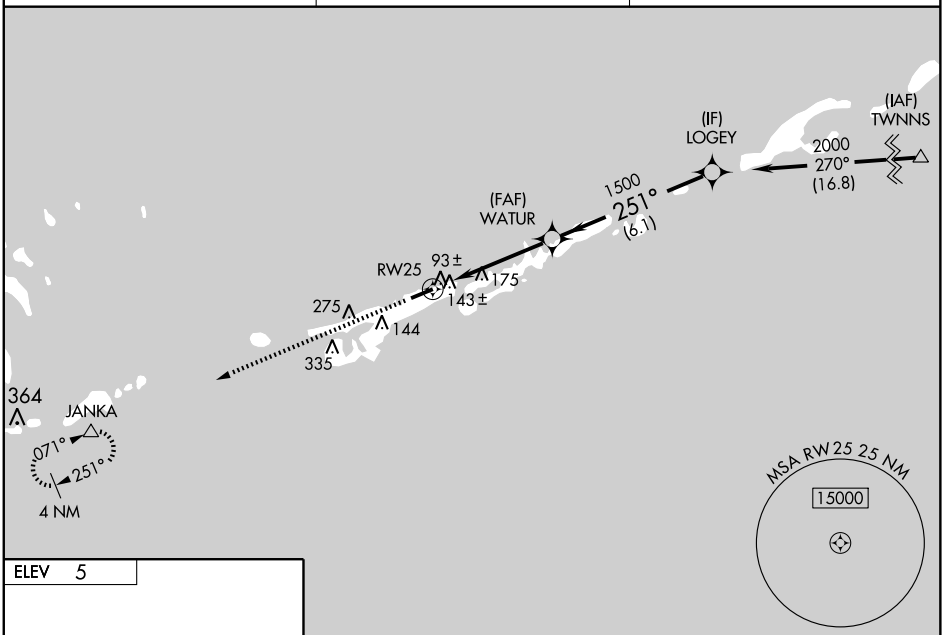
RNAV (GPS) RWY 25

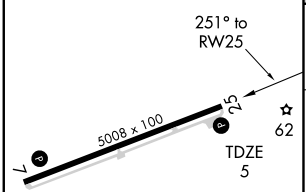
MARATHON / THE FLORIDA KEYS MARATHON (MTH)

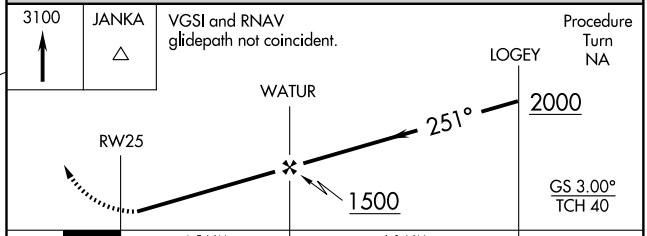
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key West Intl altimeter setting and increase all DA 93 feet and MDA 100 feet, and increase LPV all Cats visibility ½ mile; LNAV/VNAV all Cats visibility ¼ mile; LNAV Cats C and D visibility ¼ mile and increase Circling Cat D visibility ¼ mile.
Baro-VNAV NA below -15°C (5°F) and above 48°C (118°F).
Baro-VNAV NA when using Key West Intl altimeter setting.

MISSED APPROACH: Climb to 3100 direct JANKA and hold.

ASOS	MIAMI CENTER	UNICOM
135.525	133.5 306.9	122.8 (CTAF) L







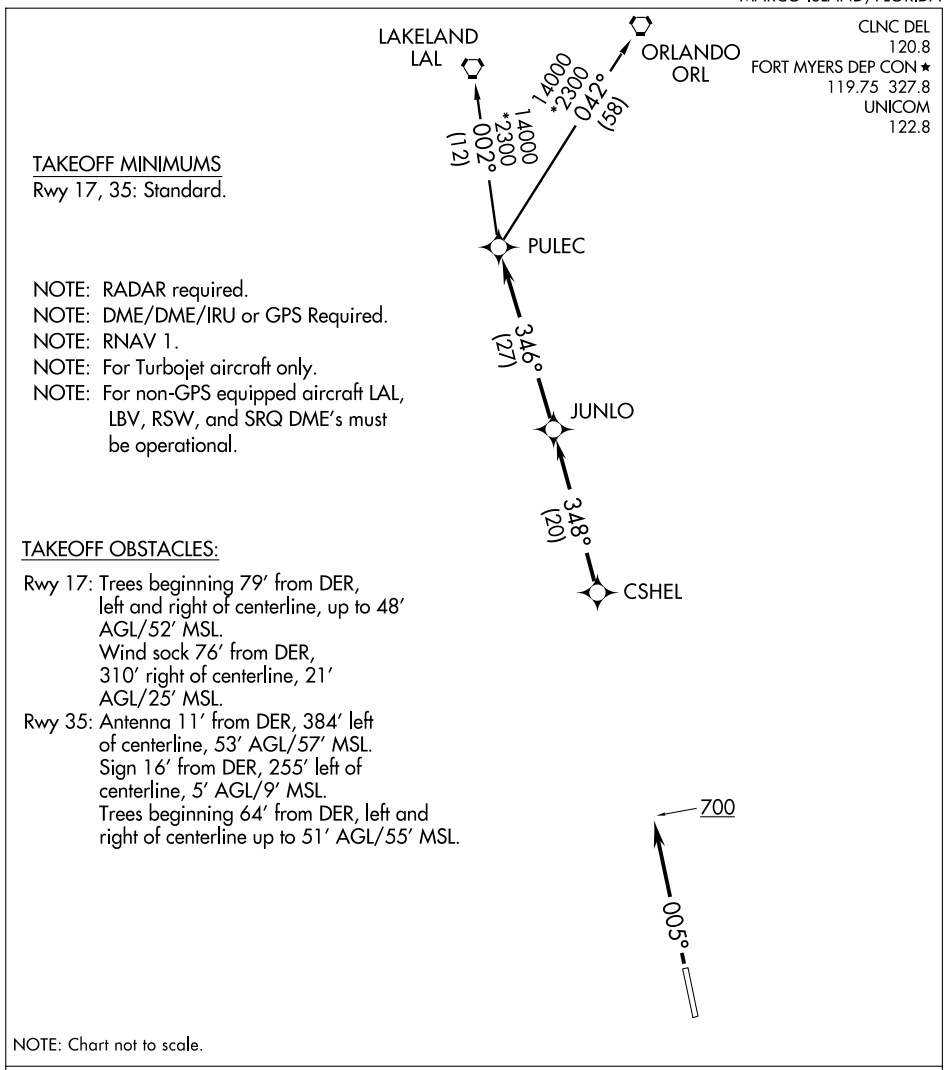
CATEGORY	A	B	C	D
LPV DA	315-1 310 (400-1)			
LNAV/VNAV DA	404-1½ 399 (400-1½)			
LNAV MDA	440-1 435 (500-1)		440-1¼ 435 (500-1¼)	440-1½ 435 (500-1½)
CIRCLING	460-1 455 (500-1)		460-1½ 455 (500-1½)	580-2 575 (600-2)

REIL Rwy 7 L
MIRL Rwy 7-25 L

SE-3, 03 JUN 2010 to 01 JUL 2010

CSHEL FOUR DEPARTURE (RNAV)

MARCO ISLAND (MKY)
MARCO ISLAND, FLORIDA



TAKEOFF MINIMUMS
Rwy 17, 35: Standard.

NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft LAL, LBV, RSW, and SRQ DME's must be operational.

TAKEOFF OBSTACLES:

Rwy 17: Trees beginning 79' from DER, left and right of centerline, up to 48' AGL/52' MSL.
Wind sock 76' from DER, 310' right of centerline, 21' AGL/25' MSL.
Rwy 35: Antenna 11' from DER, 384' left of centerline, 53' AGL/57' MSL.
Sign 16' from DER, 255' left of centerline, 5' AGL/9' MSL.
Trees beginning 64' from DER, left and right of centerline up to 51' AGL/55' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence....
TAKEOFF RUNWAY 35: Climb heading 005° to 700, then via radar vectors to CSHEL, then via depicted route to PULEC, thence....

....via (transition). Maintain 2000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

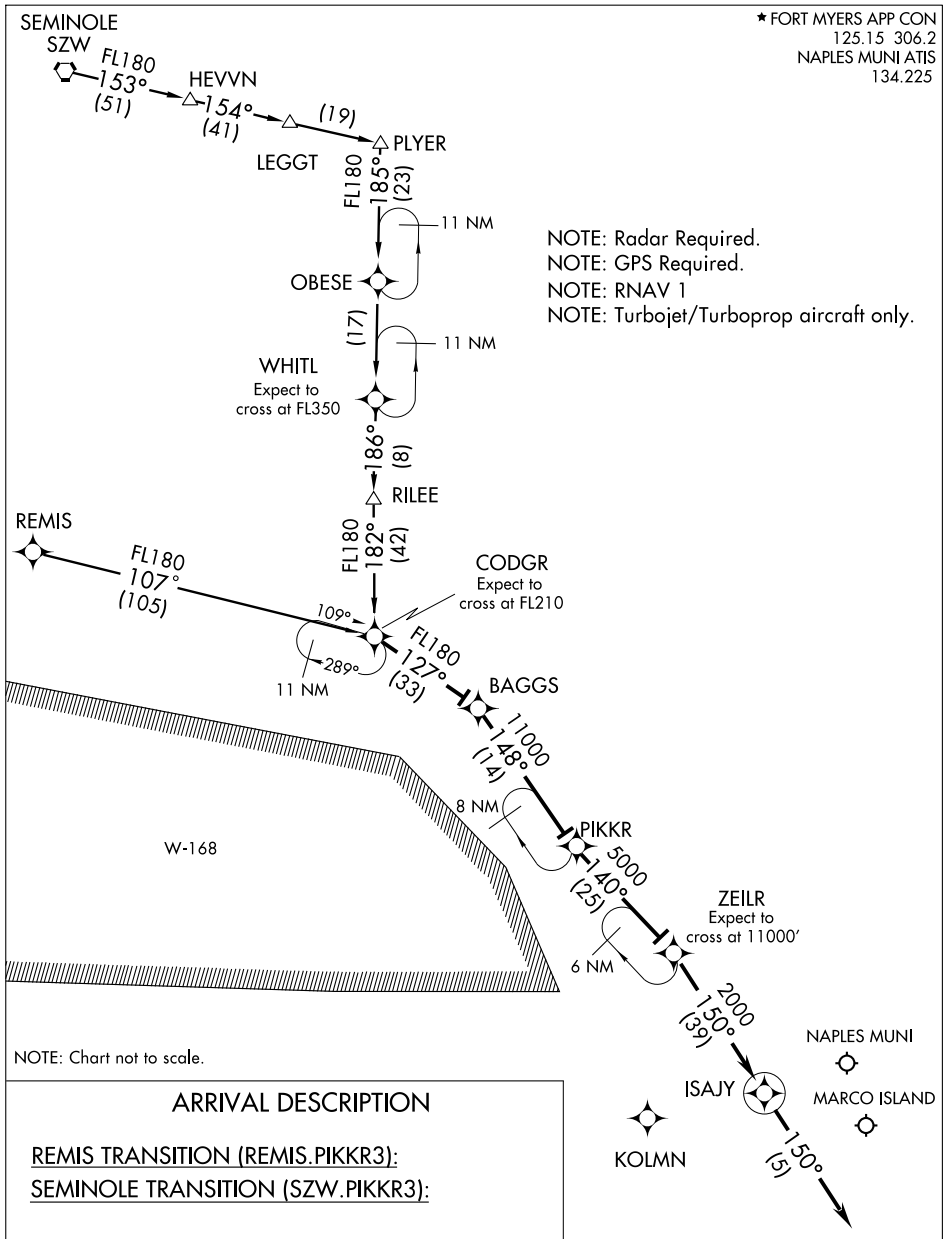
LAKELAND TRANSITION (CSHEL4.LAL):
ORLANDO TRANSITION (CSHEL4.ORL):

SE-3, 03 JUN 2010 to 01 JUL 2010

PIKKR THREE ARRIVAL (RNAV)

ST-6020 (FAA)

NAPLES, FLORIDA



ARRIVAL DESCRIPTION

REMIS TRANSITION (REMIS.PIKKR3):

SEMINOLE TRANSITION (SZW.PIKKR3):

From over CODGR via 127° track to BAGGS, thence as depicted to ISAJY, then via 150° heading. Expect radar vectors.

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH **93516**	**171°**	Rwy Idg	**5000**
W17A		TDZE	**5**
		Apt Elev	**5**

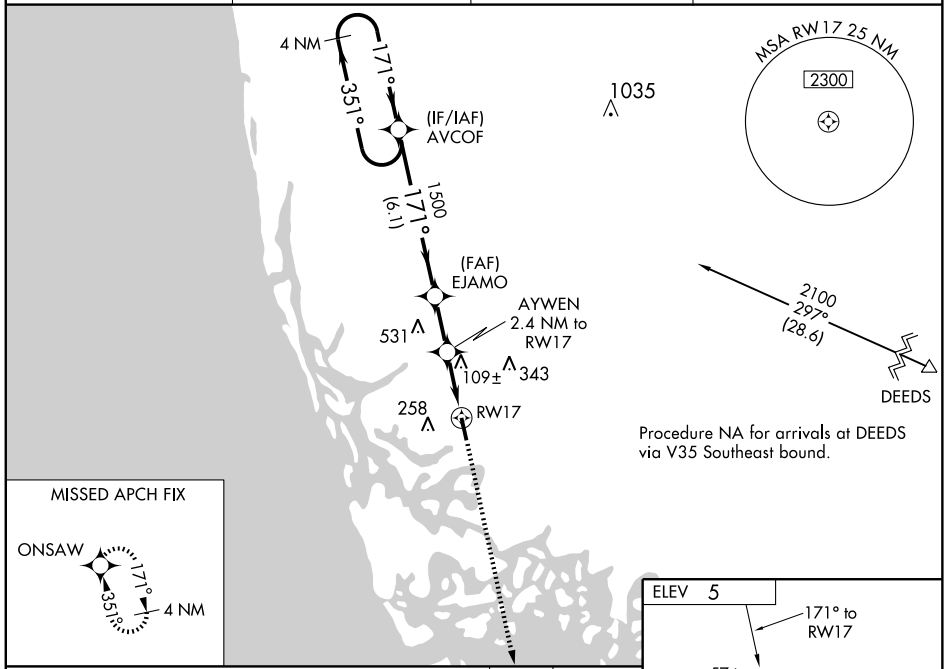
RNAV (GPS) RWY 17
MARCO ISLAND (MKY)

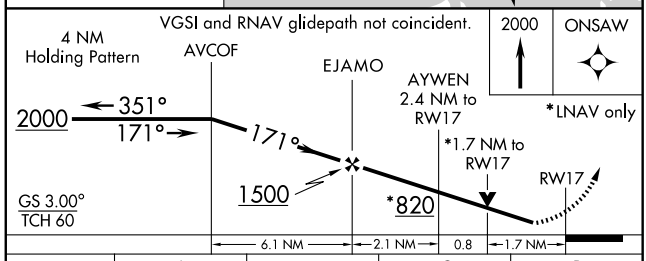
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Naples altimeter setting.
When local altimeter setting not received, use Naples altimeter setting and increase all DA 26 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ¼ mile.

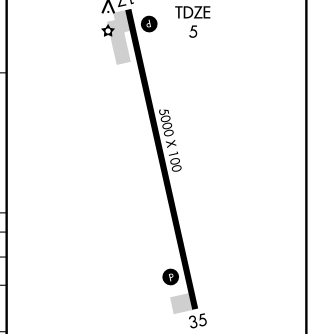
NA

MISSED APPROACH: Climb to 2000 direct ONSAW and hold.

AWOS-3	FORT MYERS APP CON ★	CLNC DEL	UNICOM
120.075	**119.75 327.8**	**120.8**	**122.8** (CTAF)







CATEGORY	A	B	C	D
LPV DA	300-1 295 (300-1)			
LNAV/VNAV DA	458-1½ 453 (500-1½)			
LNAV MDA	560-1 555 (600-1)		560-1½ 555 (600-1½)	560-1¾ 555 (600-1¾)
CIRCLING	620-1 615 (700-1)		620-1¾ 615 (700-1¾)	620-2 615 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 35

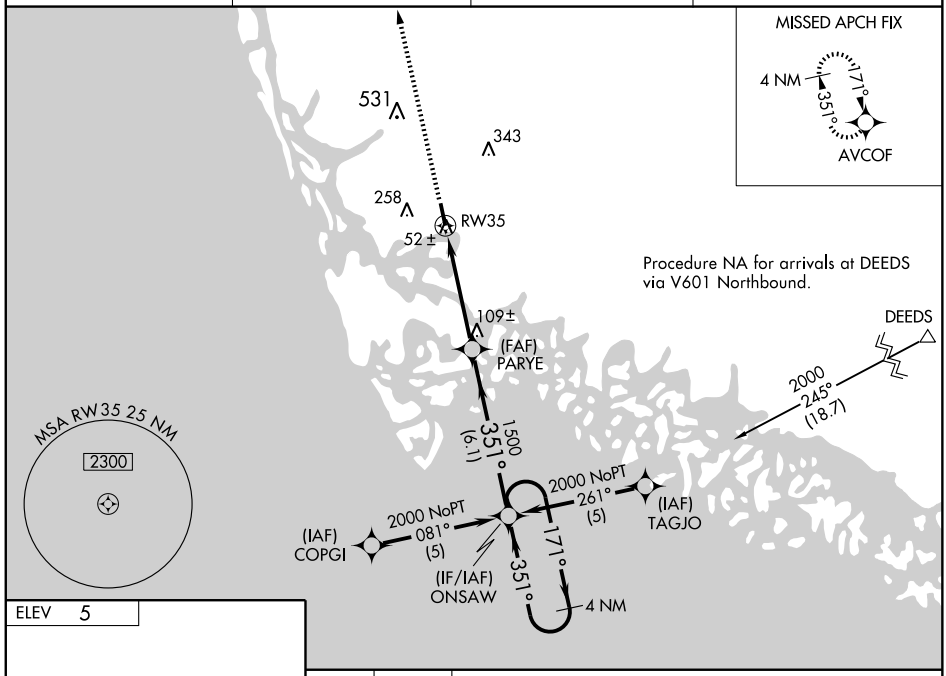
MARCO ISLAND (MKY)

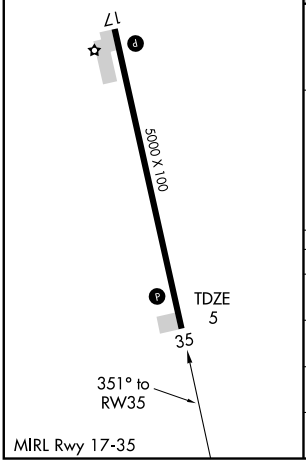
WAAS	APP CRS	Rwy Idg	5000
CH 53316	351°	TDZE	5
W35A		Apt Elev	5

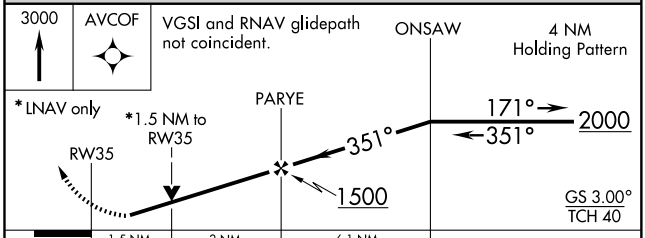
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
NA VDP and Baro-VNAV NA when using Naples altimeter setting.
When local altimeter setting not received, use Naples altimeter setting and increase all DA 26 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct AVCOF and hold.

AWOS-3	FORT MYERS APP CON ★	CLNC DEL	UNICOM
120.075	119.75 327.8	120.8	122.8 (CTAF) L







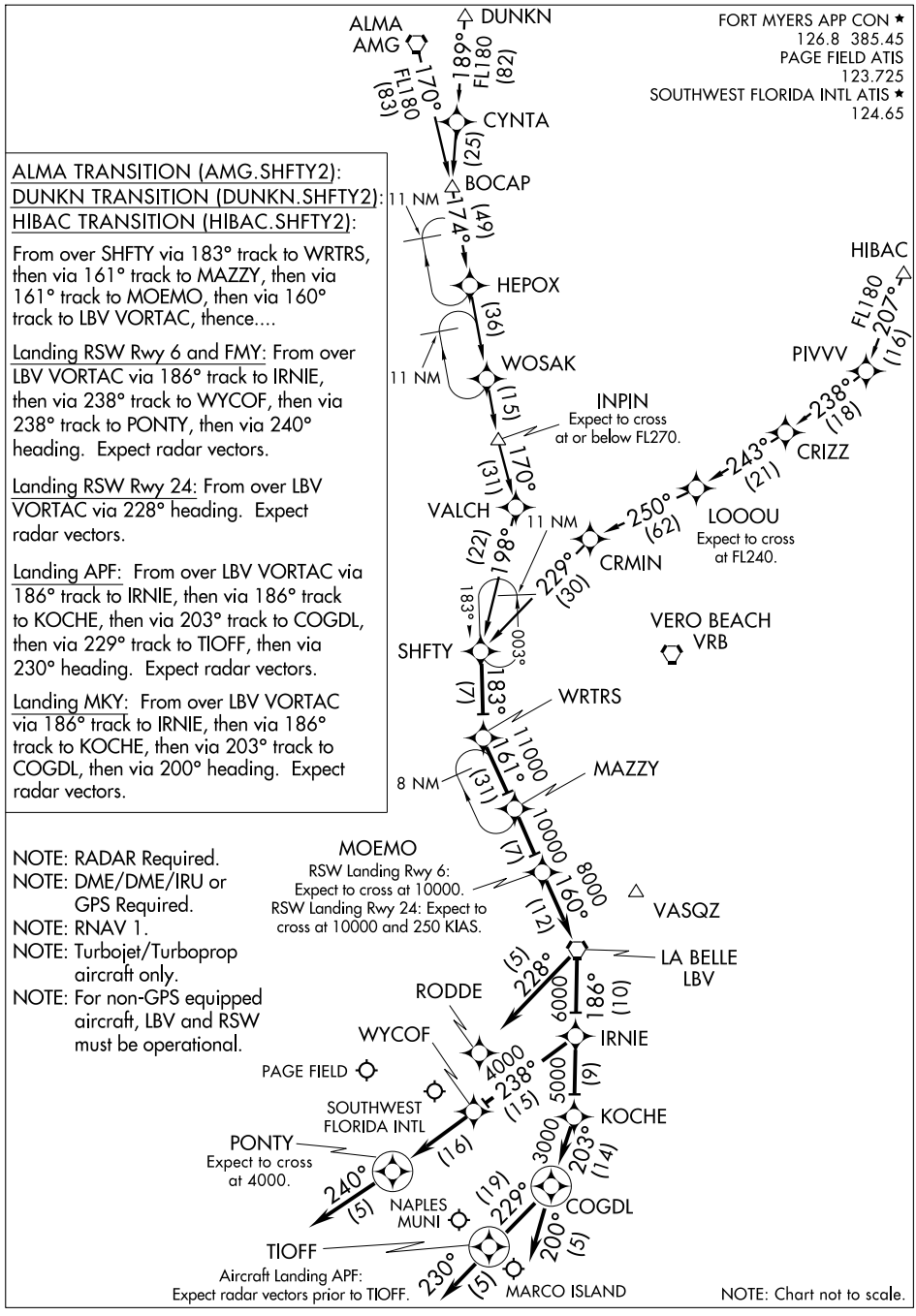
CATEGORY	A	B	C	D
LPV DA	286-1 281 (300-1)			
LNAV/VNAV DA	394-1½ 389 (400-1½)			
LNAV MDA	520-1 515 (600-1)		520-1½ 515 (600-1½)	520-1¾ 515 (600-1¾)
CIRCLING	620-1 615 (700-1)		620-1¾ 615 (700-1¾)	620-2 615 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

(SHFTY.SHFTY2) 10154 ST-154 (FAA)

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

VOR/DME CYY	APP CRS	Rwy Idg	5000
108.6	151°	TDZE	5
Chan 23		Apt Elev	5

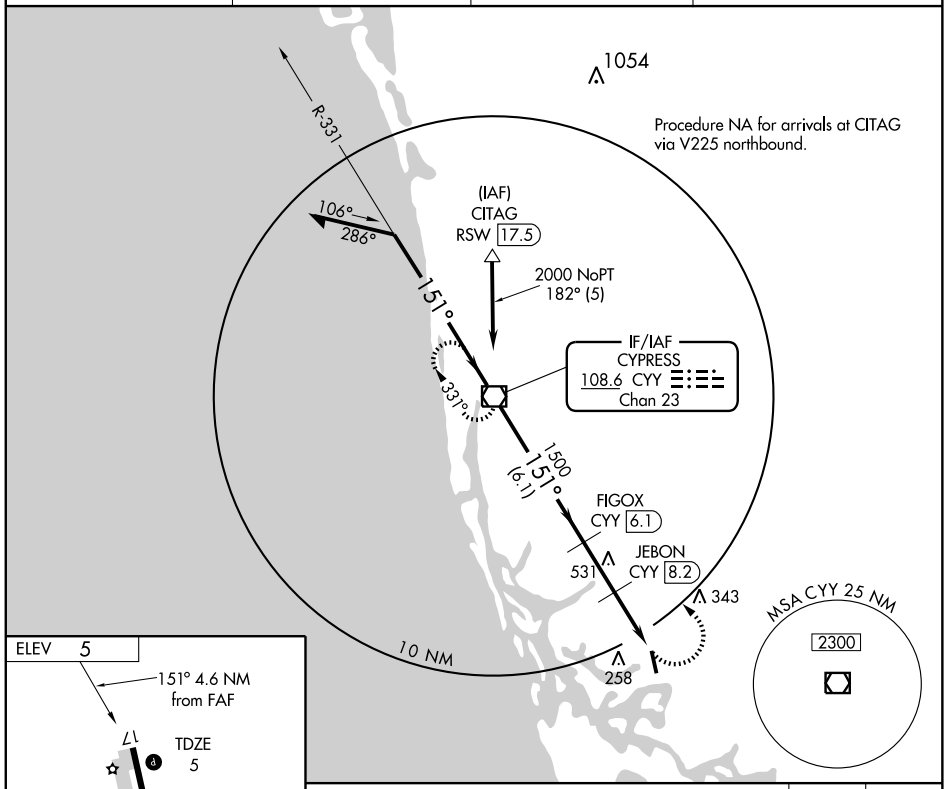
VOR/DME RWY 17

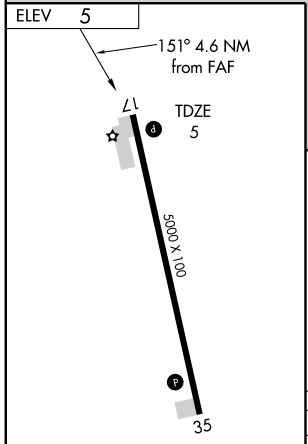
MARCO ISLAND (MKY)

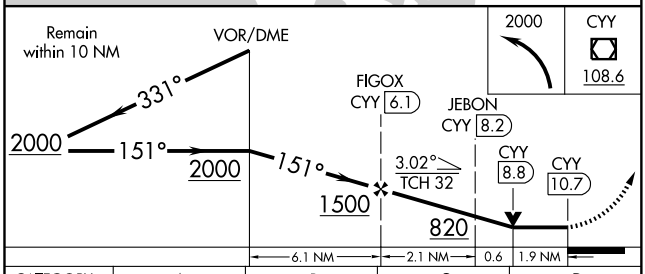
T NA — Visibility reduction by helicopters NA.
VDP NA when using Naples altimeter setting.
When local altimeter setting not received, use Naples altimeter setting and increase all MDA 40 feet increase S-17 and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct CYY VOR/DME and hold.

AWOS-3	FORT MYERS APP CON ★	CLNC DEL	UNICOM
120.075	119.75 327.8	120.8	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-17	640-1	635 (700-1)	640-1¾ 635 (700-1¾)	640-2 635 (700-2)
CIRCLING	640-1	635 (700-1)	640-1¾ 635 (700-1¾)	640-2 635 (700-2)

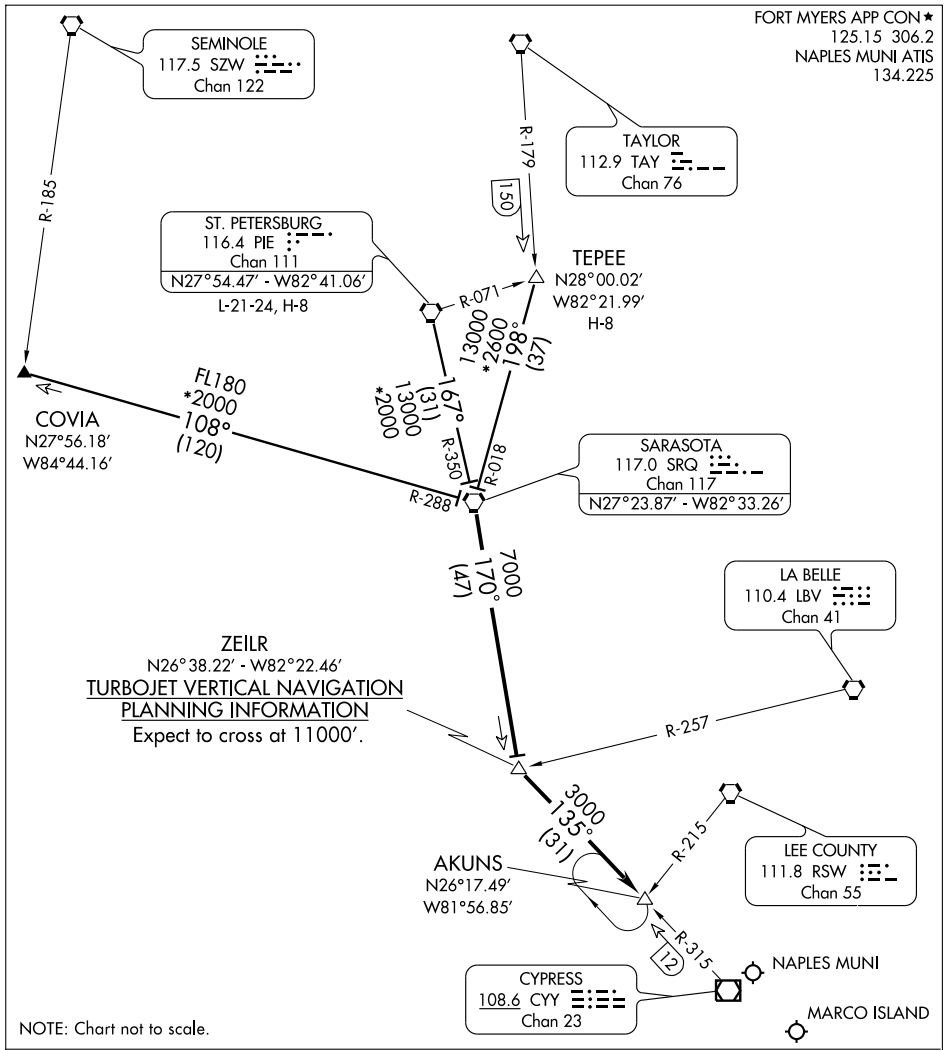
SE-3, 03 JUN 2010 to 01 JUL 2010

(ZEILR.ZEILR2) 08325

ZEILR TWO ARRIVAL

ST-6020 (FAA)

NAPLES, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

COVIA TRANSITION (COVIA.ZEILR2): From over COVIA INT via SRQ R-288 to SRQ VORTAC. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.ZEILR2): From over PIE VORTAC via PIE R-167 to SRQ VORTAC. Thence. . . .

TEPEE TRANSITION (TEPEE.ZIELR2): From over TEPEE INT via SRQ R-018 to SRQ VORTAC. Thence. . . .

. . . .From over SRQ VORTAC via SRQ R-170 to ZEILR INT. Then via CYY R-315 to AKUNS INT. Expect radar vectors to final approach course.

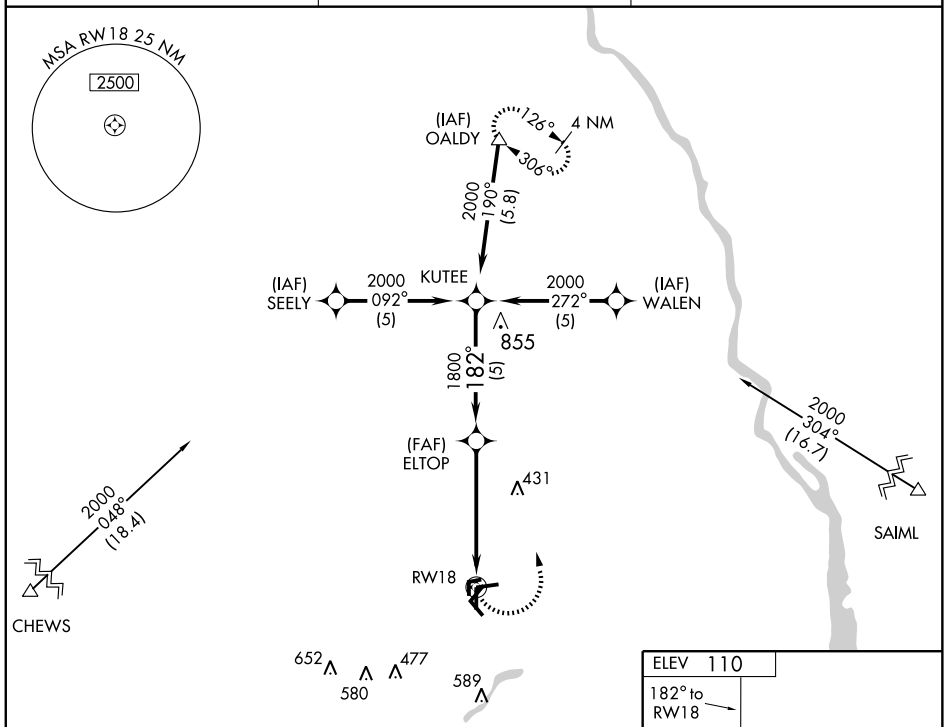
APP CRS	Rwy Idg	4896
182°	TDZE	110
	Apt Elev	110

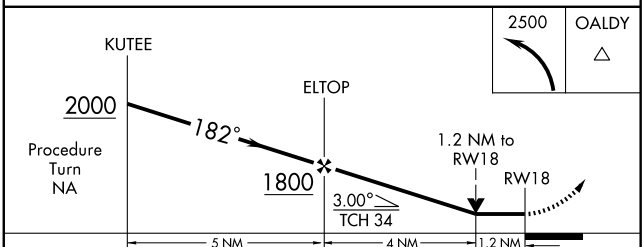
GPS RWY 18
MARIANNA MUNI (MAI)

NA

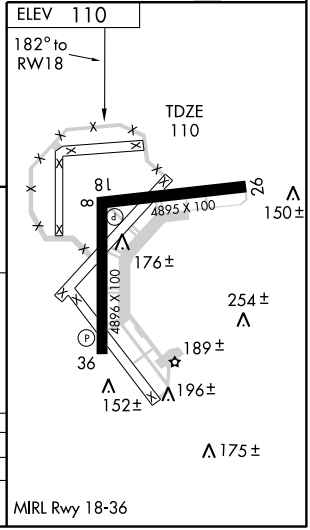
MISSED APPROACH: Climbing left turn to 2500 direct OALDY WP and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)





CATEGORY	A	B	C	D
S-18	520-1 410 (500-1)		520-1¼ 410 (500-1¼)	
CIRCLING	580-1 470 (500-1)		620-1½ 510 (600-1½)	660-2 550 (600-2)



SE-3, 03 JUN 2010 to 01 JUL 2010

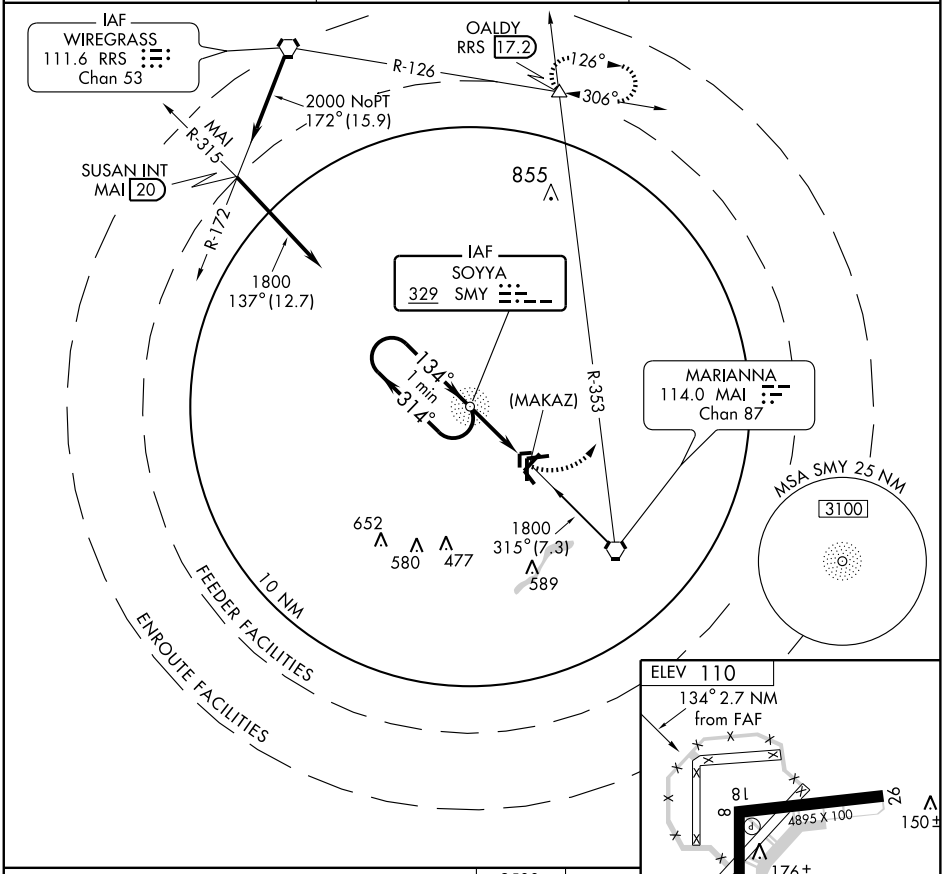
NDB SMY	APP CRS	Rwy ldg	N/A
329	134°	TDZE	N/A
		Apt Elev	110

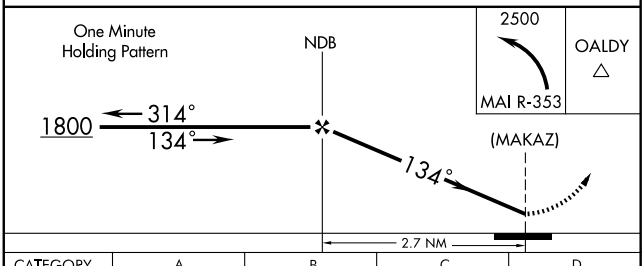
NDB or GPS-C
MARIANNA MUNI (MAI)

NA

MISSED APPROACH: Climbing left turn to 2500 via MAI R-353 to OALDY Int and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)





CATEGORY	A	B	C	D
CIRCLING	720-1 610 (700-1)		720-1¾ 610 (700-1¾)	720-2 610 (700-2)

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SE-3, 03 JUN 2010 to 01 JUL 2010

MARIANNA, FLORIDA

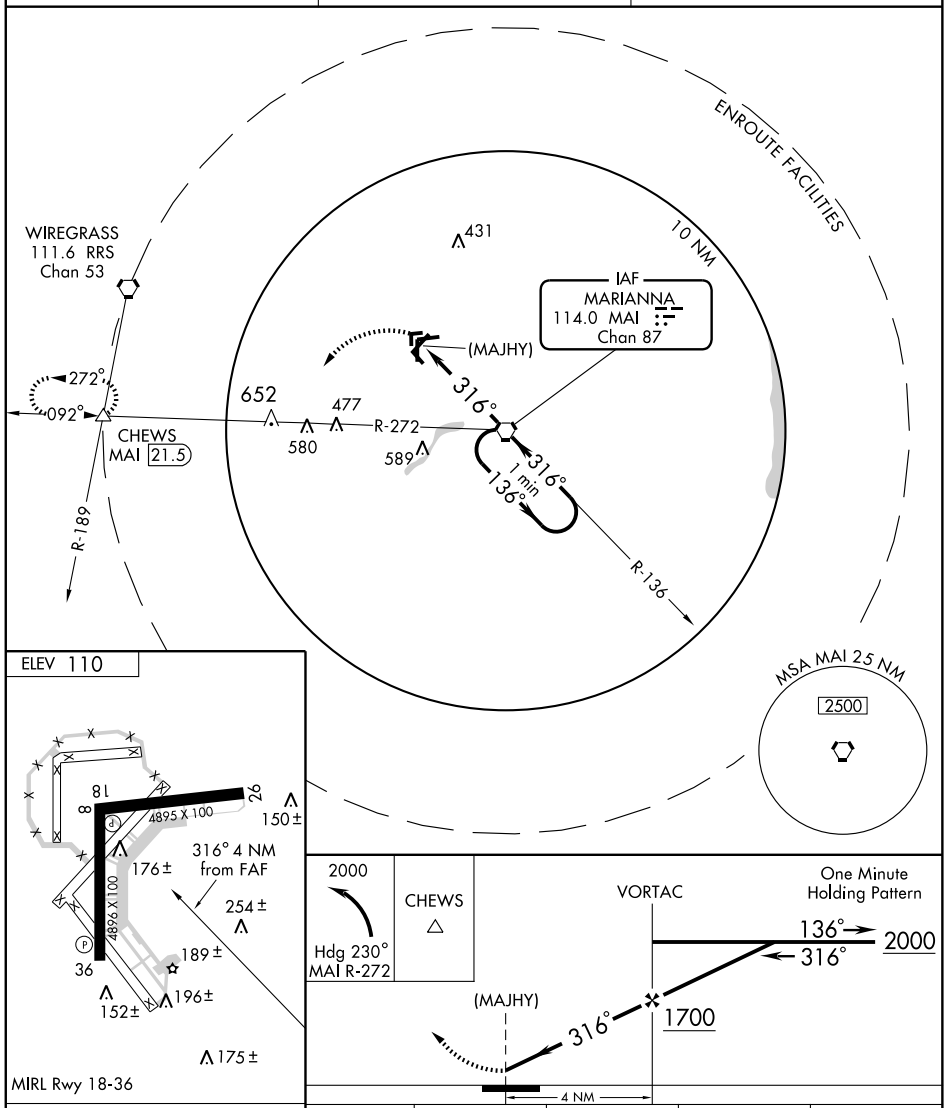
VORTAC MAI 114.0 Chan 87	APP CRS 316°	Rwy Idg N/A TDZE N/A Apt Elev 110

VOR or GPS-A

MARIANNA MUNI (MAI)

MISSED APPROACH: Climbing left turn to 2000 via heading 230° and MAI R-272 to CHEWS Int and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)



FAF to MAP 4 NM					
Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
CIRCLING	580-1	470 (500-1)	620-1½ 510 (600-1½)	660-2 550 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC MAI 114.0 Chan 87	APP CRS 135°	Rwy Idg N/A TDZE N/A Apt Elev 110

VOR or GPS-B

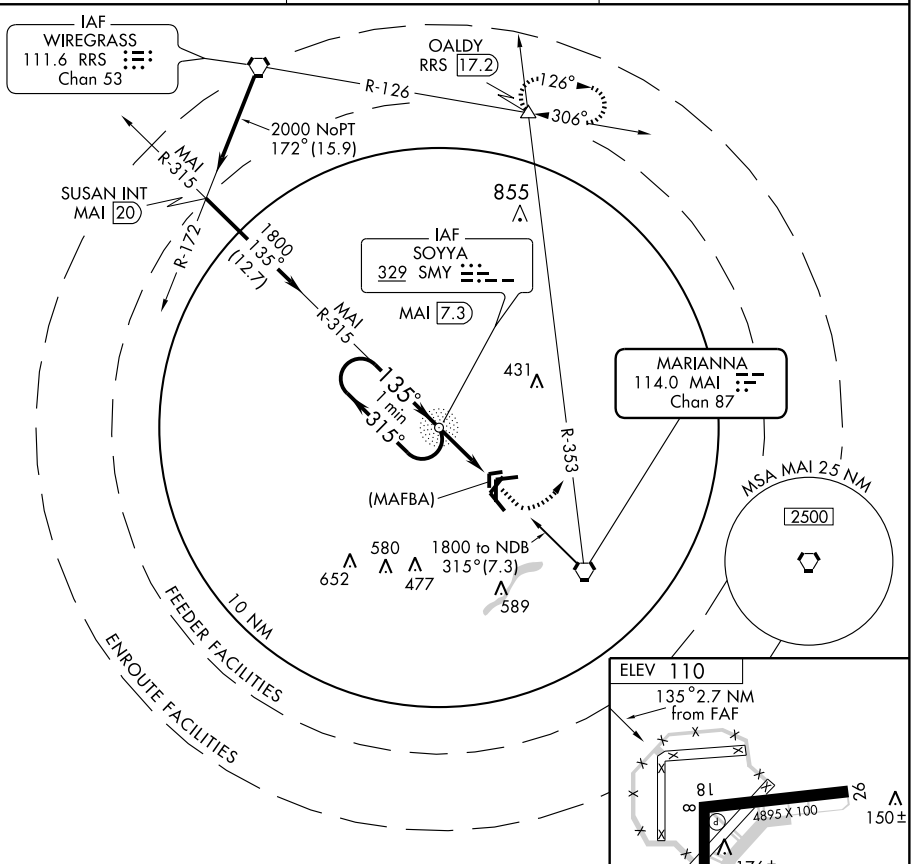
MARIANNA MUNI (MAI)

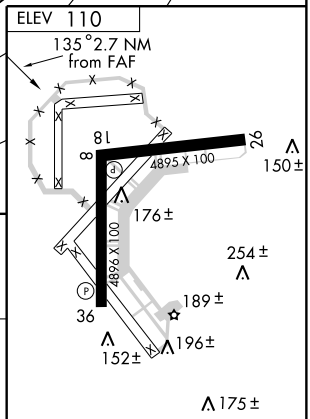
NA

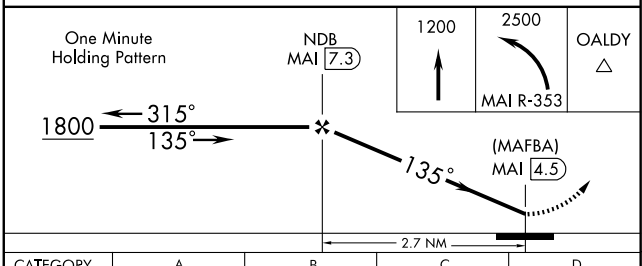
ADF OR DME REQUIRED

MISSED APPROACH: Climb to 1200 then climbing left turn to 2500 via MAI R-353 to OALDY Int and hold.

ASOS	CAIRNS APP CON ★	UNICOM
133.525	133.75 270.35	123.0 (CTAF)



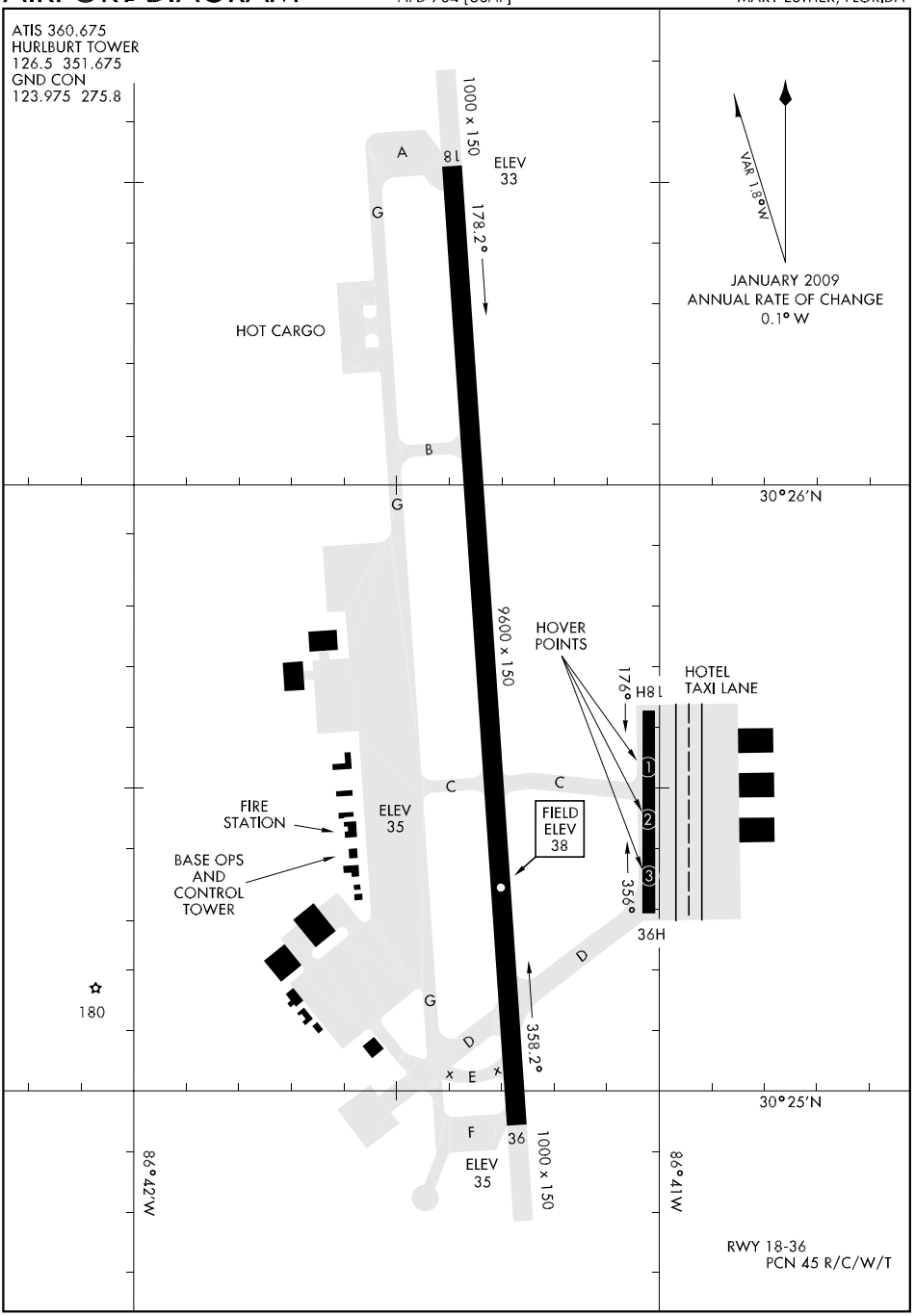




CATEGORY	A	B	C	D
CIRCLING	720-1	610 (700-1)	720-1¾ 610 (700-1¾)	720-2 610 (700-2)

FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

SE-3, 03 JUN 2010 to 01 JUL 2010



SE-3, 03 JUN 2010 to 01 JUL 2010

COPTER TACAN RWY 18

TACAN HRT Chan 45	APCH CRS 180°	Rwy ldg 9600 TDZE 35 Arpt Elev 38

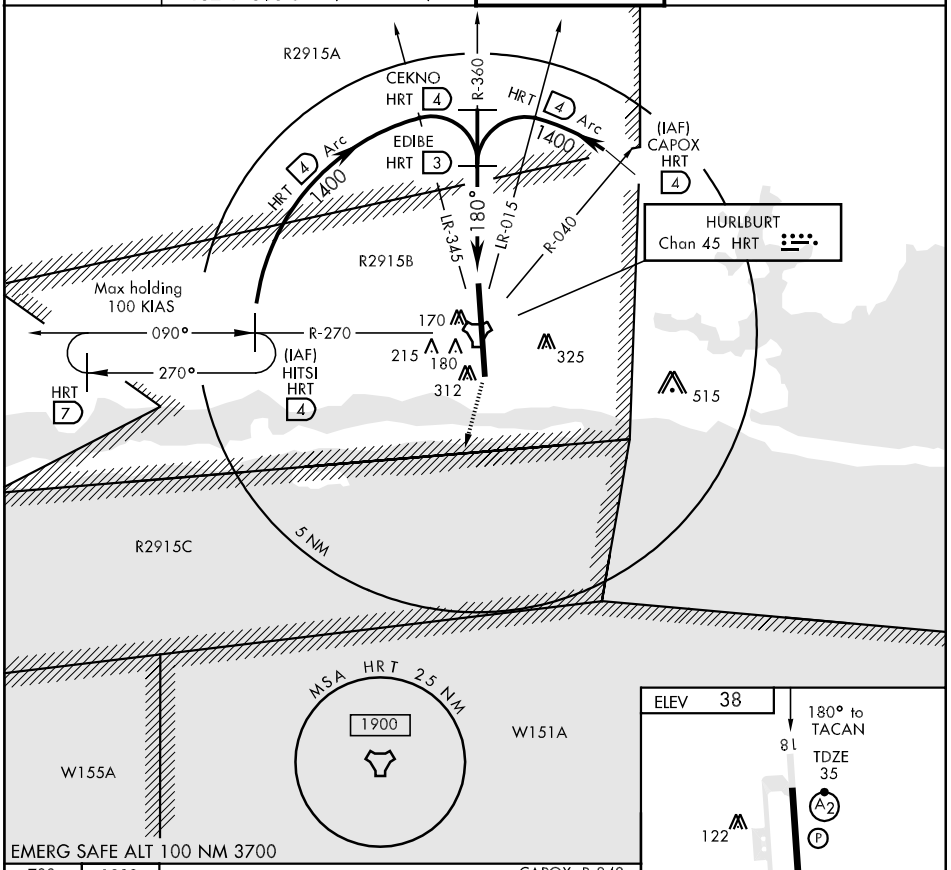
AL-734 [USAF] HURLBURT FLD (KHRT)

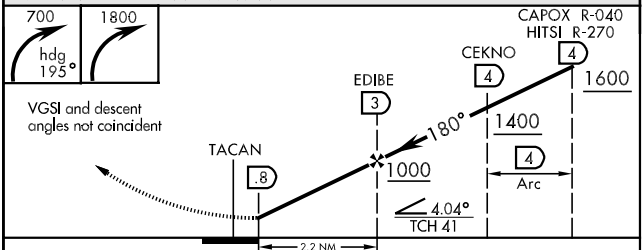
▼ *When ALS inop, increase vis to 1 mile.

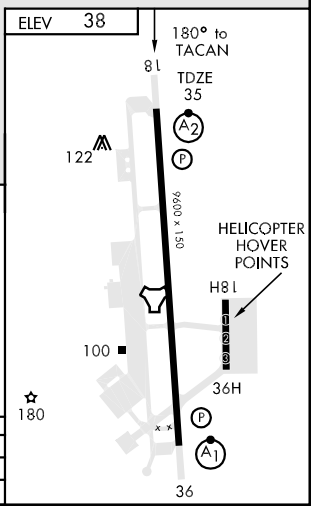
SALSF (A2)

MISSED APPROACH: Climb to 700 via 195° heading, then turn right direct HITSI and hold. Maintain 1800.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	COPTER		
H-18*	420-¾	385	(400-¾)
CIRCLING	NOT AUTHORIZED		

SE-3, 03 JUN 2010 to 01 JUL 2010

COPTER TACAN RWY 36

TACAN HRT Chan 45	APCH CRS 352°	Rwy ldg 9600 TDZE 37 Arpt Elev 38

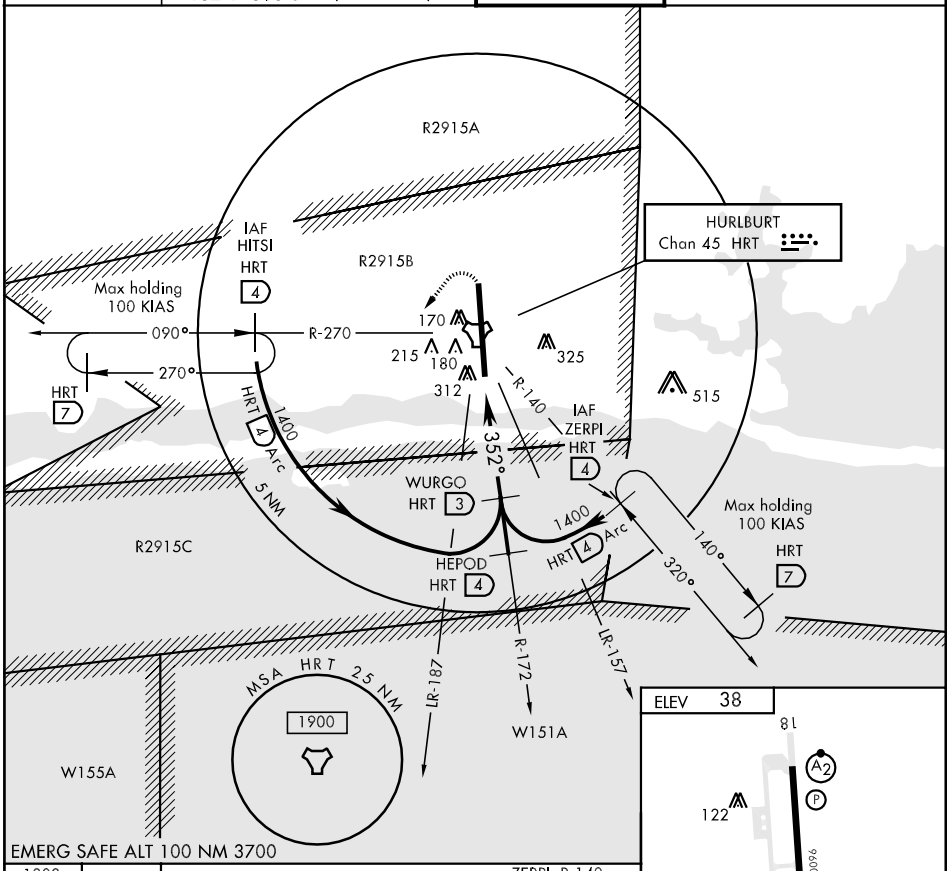
AL-734 [USAF] — HURLBURT FLD (KHRT)

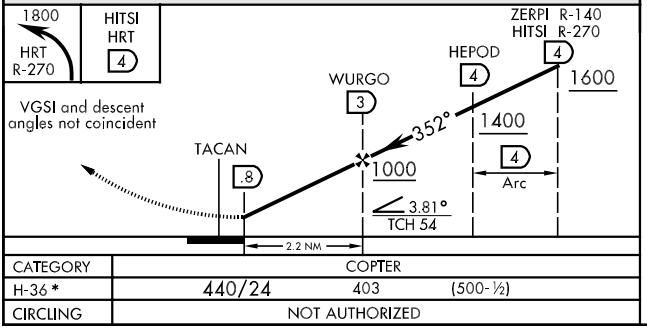
* When ALS inop, increase RVR to 50, vis to 1 mile.

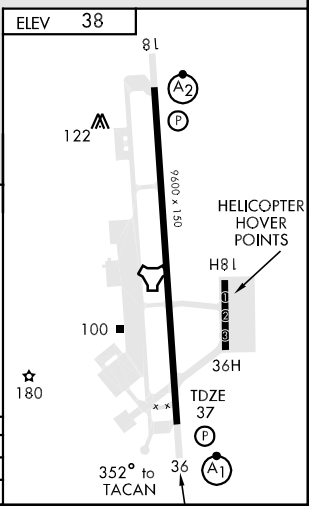
ALSF-1 (A1)

MISSED APPROACH: Turn left to intercept HRT R-270 to HITSI R-270/4 DME and hold. Maintain 1800.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	COPTER		
H-36 *	440/24	403	(500-½)
CIRCLING	NOT AUTHORIZED		

SE-3, 03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 36

LOC I-HRT	APCH CRS	Rwy ldg	9600
111.3	358°	TDZE	37
		Arpt Elev	38

AL-734 [USAF]

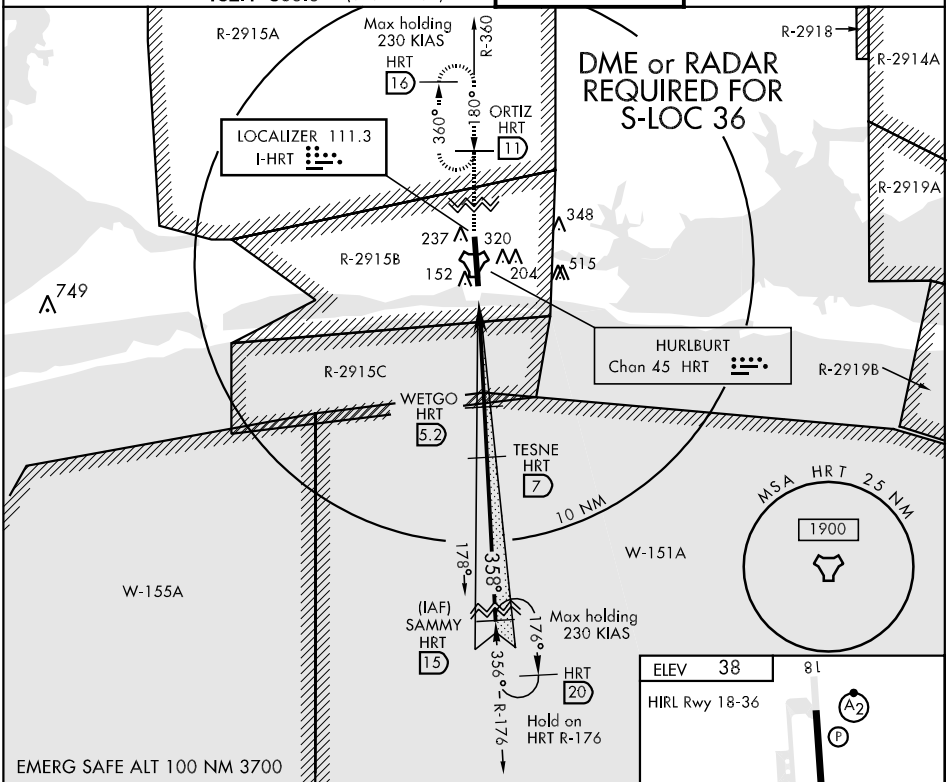
HURLBURT FLD (KHRT)

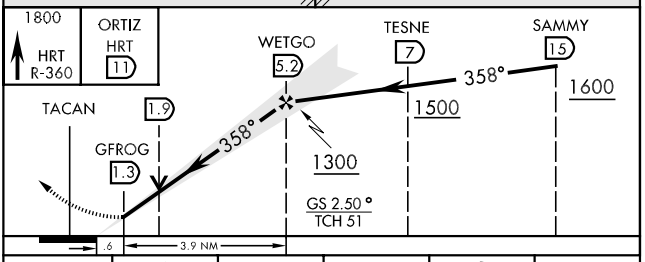
▼* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

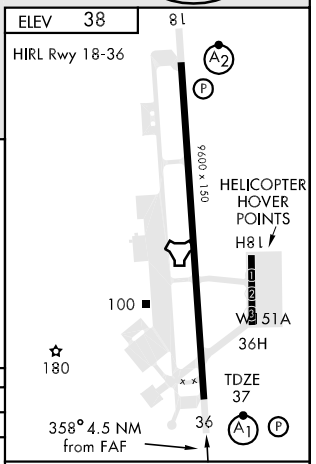
ALSF-1

MISSED APPROACH: Climb to 1800 on HRT TACAN R-360 to ORTIZ/11 DME and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	A	B	C	D	E
S-ILS 36*	237/24 200 (200-½)				
S-LOC 36**	360/24 323 (400-½)		360/40 323 (400-¾)		
CIRCLING	640-1 602 (700-1)		640-1¾ 602(700-1¾)	640-2 602 (700-2)	880-3 842 (900-3)

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

RNAV (GPS) RWY 18

APCH CRS	Rwy ldg	9600
178°	TDZE	35
	Arpt Elev	38

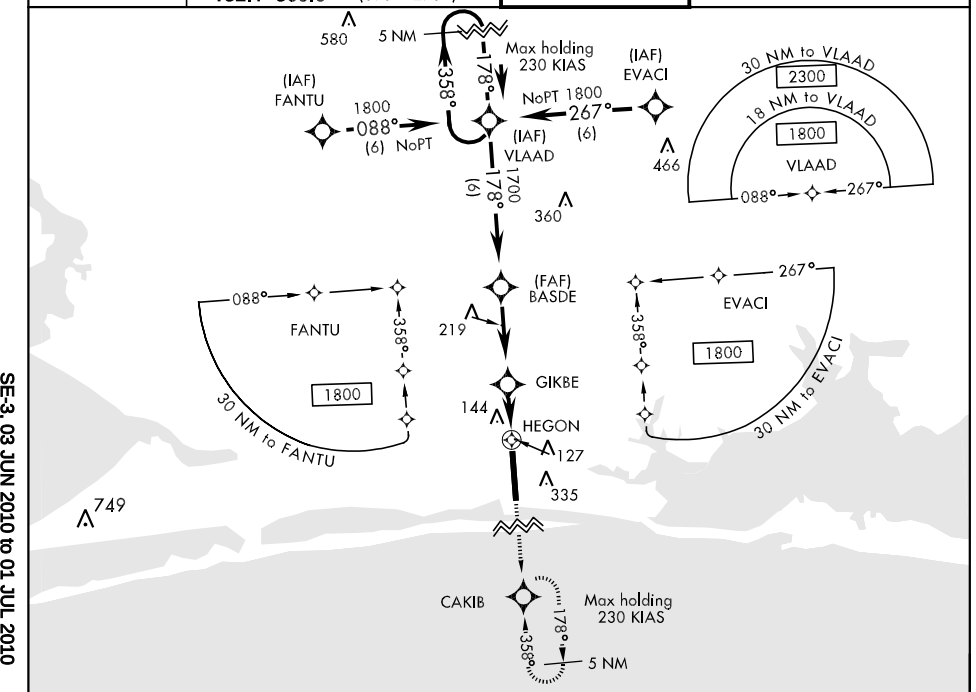
AL-734 [USAF]

HURLBURT FLD (KHRT)

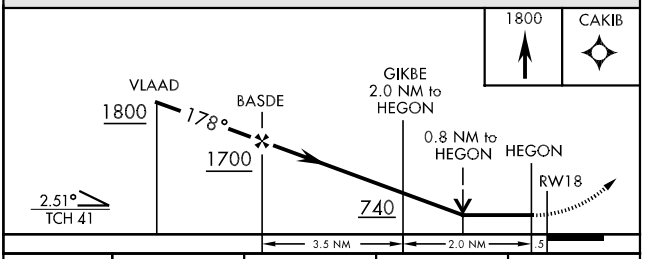
SALSF

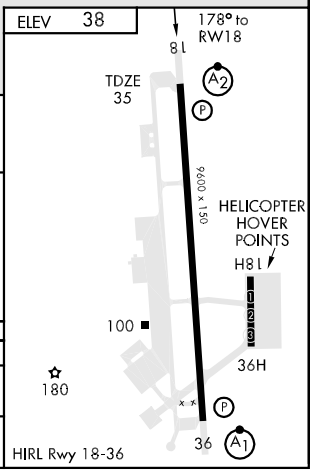
MISSED APPROACH: Climb to 1800 direct CAKIB and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8



EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D
LNAV MDA	420-¾ 385 (400-¾)			420-1 385 (400-1)
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	640-2 602 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 36

APCH CRS	Rwy ldg	9600
358°	TDZE	37
	Arpt Elev	38

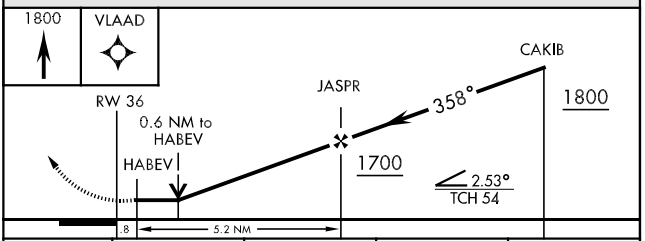
AL-734 [USAF] HURLBURT FLD (KHRT)

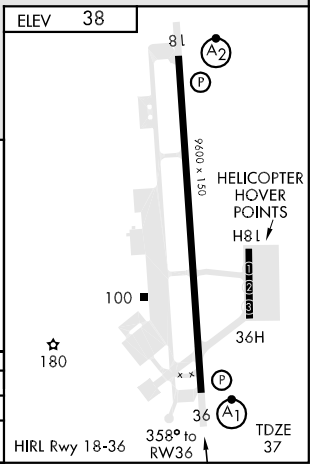
ALSF-1

MISSED APPROACH: Climb to 1800 direct VLAAD and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8

5 NM
179°
359°
Max holding
230 KIAS
VLAAD
335
749
HABEV
30 NM to CAMAM
1800
178°
CAMAM
088°
(IAF)
CAKIB
1700
(6)
358°
(FAF)
JASPR
30 NM to ALURE
1800
178°
ALURE
268°
1800
088°
(5.1) NoPT
(IAF)
CAMAM
1800
268°
(5.1) NoPT
(IAF)
ALURE
178°
358°
Max holding
230 KIAS
5 NM
088°
268°
CAKIB
1800
30 NM to CAKIB
EMERG SAFE ALT 100 NM 3700





CATEGORY	A	B	C	D
LNAV MDA	460/24 423 (500-½)		460/40 423 (500-¾)	
CIRCLING	640-1 602 (700-1)		640-1¾ 602 (700-1¾)	640-2 602 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 18

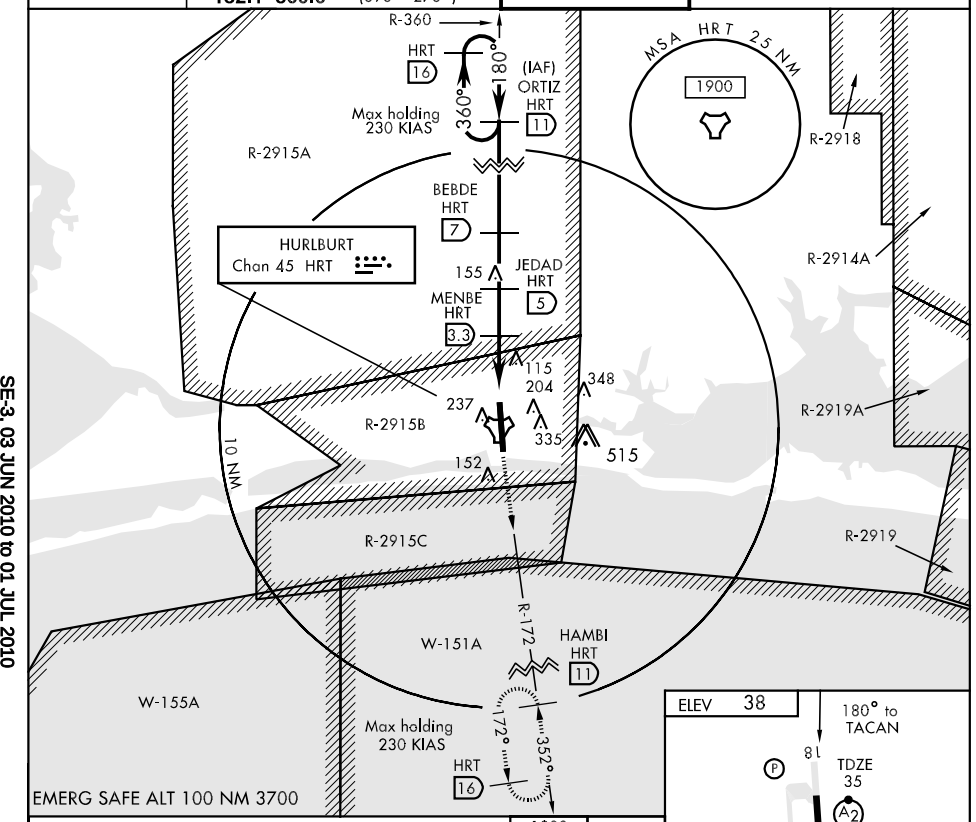
TACAN HRT Chan 45	APCH CRS 180°	Rwy ldg 9600 TDZE 35 Arpt Elev 38	AL-734 [USAF]	HURLBURT FLD (KHRT)

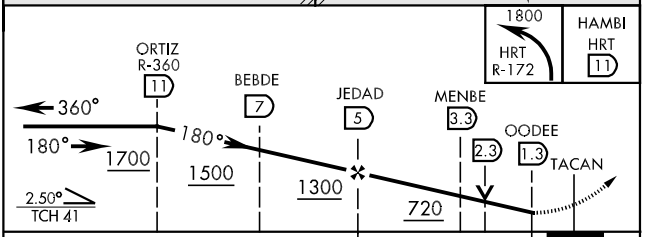
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles, and CAT E vis to 1½ miles.

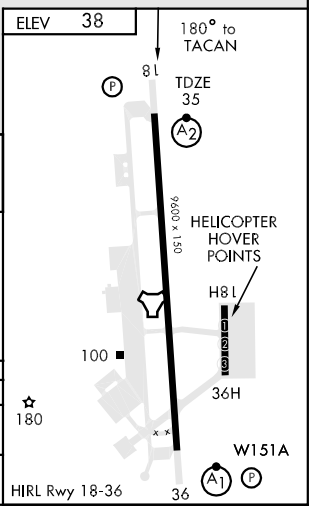
SALSF (A2)

MISSED APPROACH: Climb to 1800 on R-172 to HAMBI/11 DME and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8







CATEGORY	A	B	C	D	E
S-18 *	460- ¾ 425 (500-¾)		460-1 425 (500-1)		460-1¼ 425 (500-1¼)
CIRCLING	640-1 602 (700-1)		640-1¾ 602(700-1¾)	640-2 602(700-2)	880-3 842(900-3)

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 36

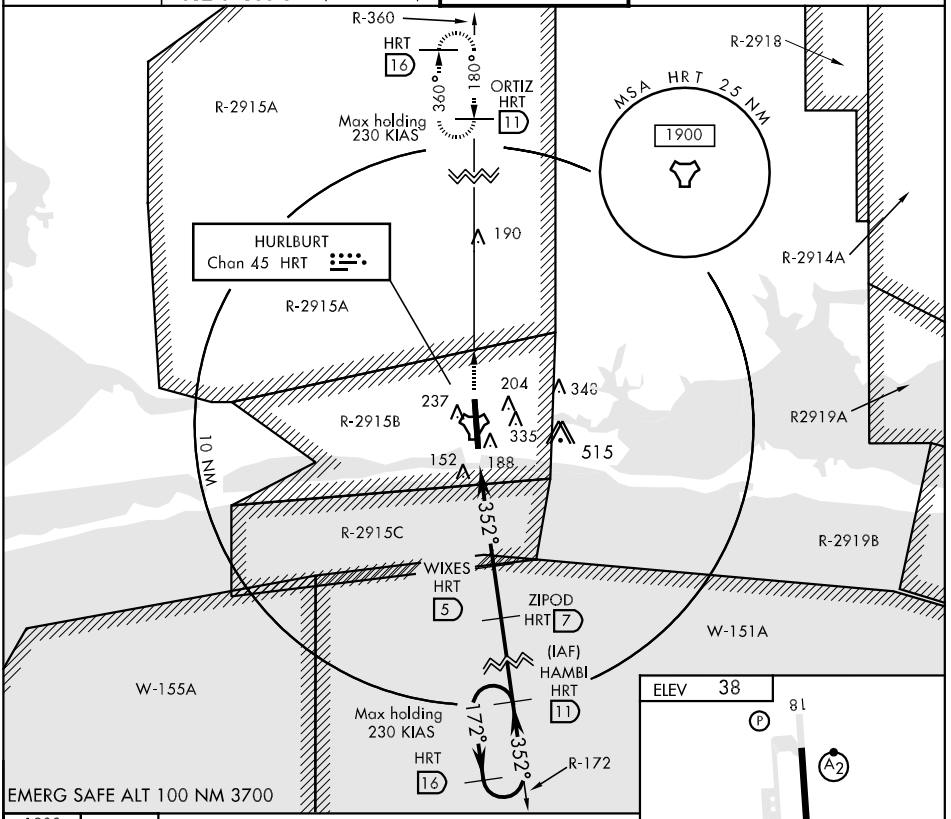
TACAN HRT Chan 45	APCH CRS 352°	Rwy ldg 9600 TDZE 37 Arpt Elev 38	AL-734 [USAF]	HURLBURT FLD (KHRT)

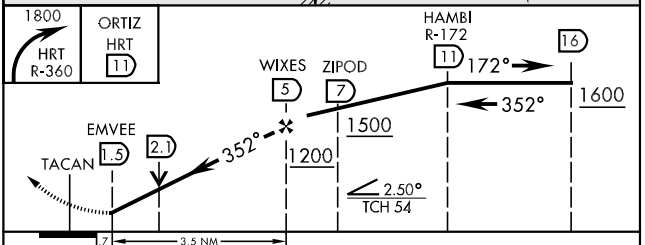
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, and CAT E vis to 1½ miles.

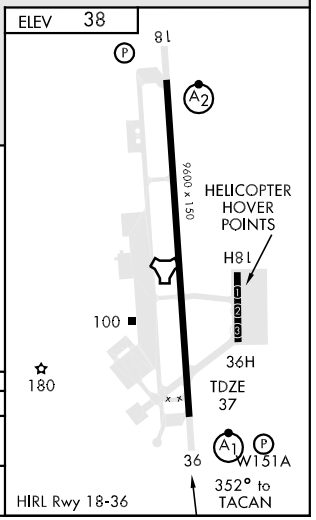
ALSF-1 (A1)

MISSED APPROACH: Climb to 1800 on R-360 to ORTIZ/11 DME and hold.

ATIS	EGLIN APP CON	HURLBURT TOWER	GND CON
360.675	125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	126.5 351.675	123.975 275.8

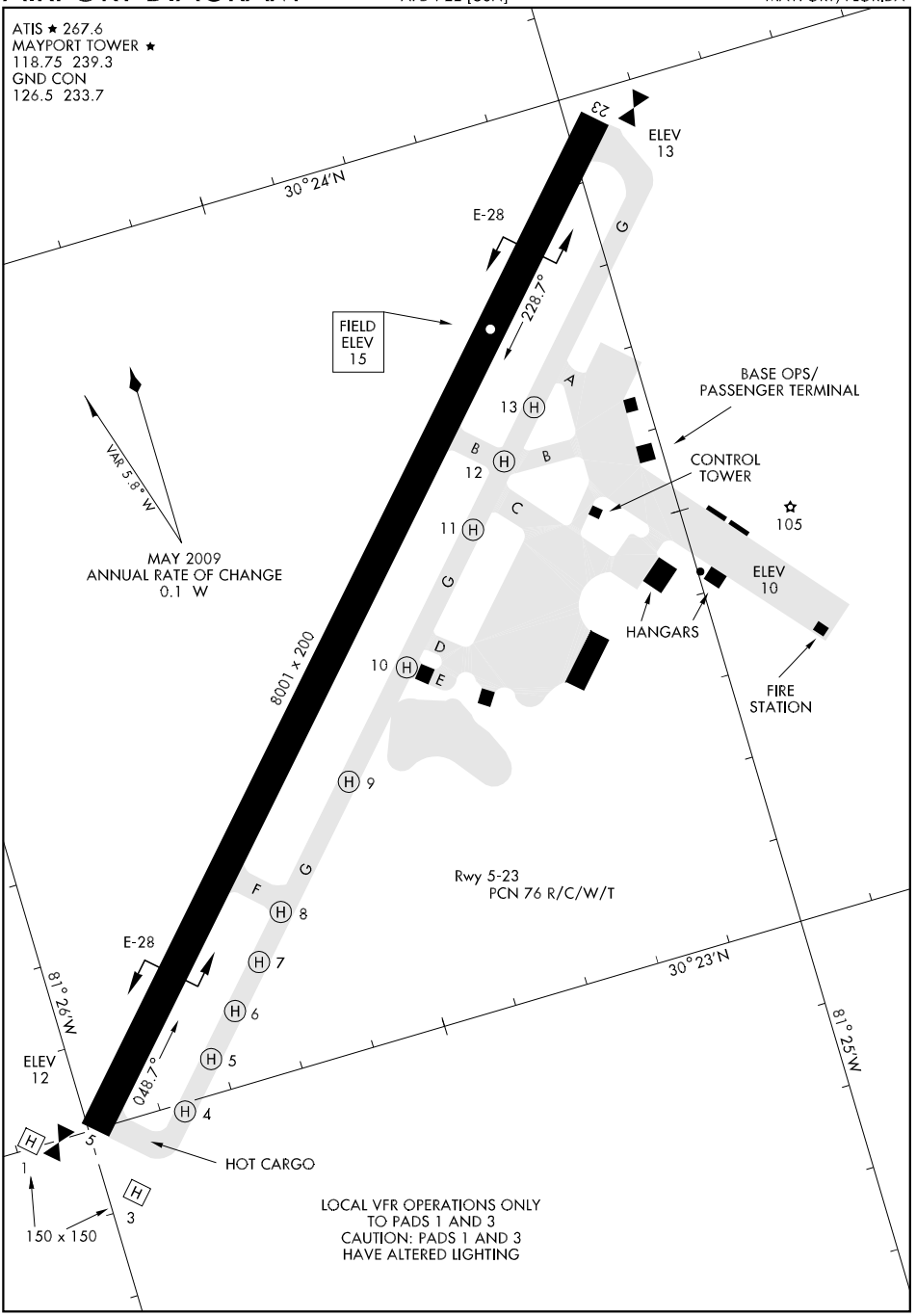






CATEGORY	A	B	C	D	E
S-36 *	440/24 403 (500-½)		440/40 403 (500-¾)		440/50 403(500-1)
CIRCLING	640-1 602 (700-1)		640-1¾ 602(700-1¾)	640-2 602 (700-2)	920-3 882 (900-3)

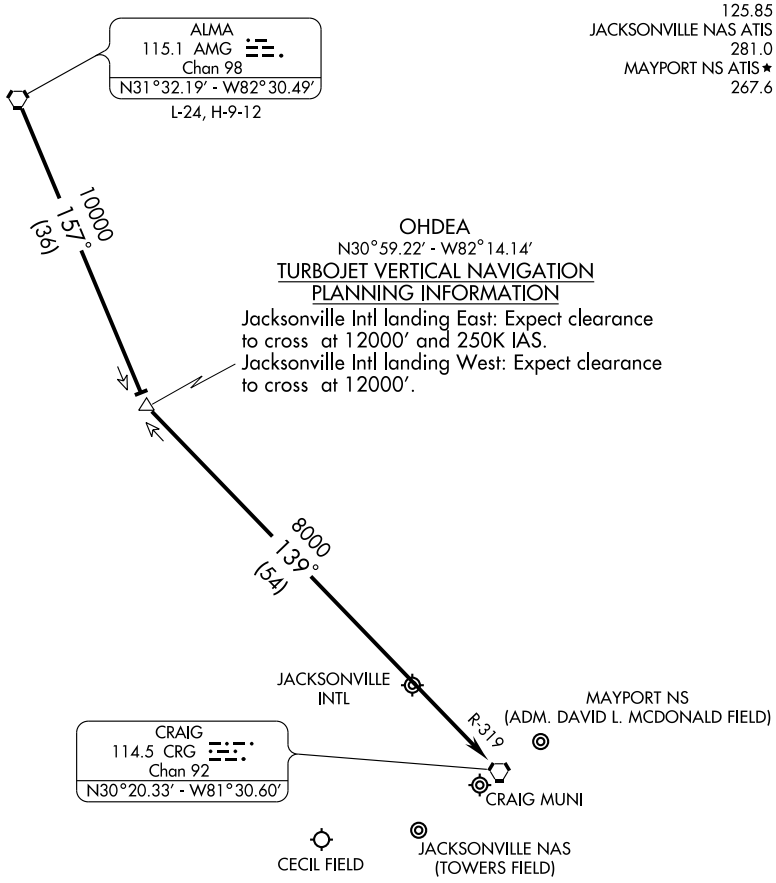
SE-3, 03 JUN 2010 to 01 JUL 2010


ATIS ★ 267.6
MAYPORT TOWER ★
118.75 239.3
GND CON
126.5 233.7
23
ELEV
13
30°24'N
E-28
228.7°
FIELD
ELEV
15
VAR 5.8°W
MAY 2009
ANNUAL RATE OF CHANGE
0.1 W
BASE OPS/
PASSENGER TERMINAL
CONTROL
TOWER
105
ELEV
10
HANGARS
FIRE
STATION
8001 x 200
Rwy 5-23
PCN 76 R/C/W/T
E-28
048.7°
81°26'W
30°23'N
81°25'W
ELEV
12
HOT CARGO
150 x 150
LOCAL VFR OPERATIONS ONLY
TO PADS 1 AND 3
CAUTION: PADS 1 AND 3
HAVE ALTERED LIGHTING

ALMA TWO ARRIVAL (AMG.AMG2) ST-5570 (FAA)

JACKSONVILLE, FLORIDA

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS★
267.6



NOTE: DME Required.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL DESCRIPTION

From over ALMA VORTAC via AMG R-157 to OHDEA INT, then via CRG R-319 to CRG VORTAC. Expect radar vectors to final approach course.

COPTER TACAN RWY 5

TACAN	NRB
Chan	51

APCH CRS
052°

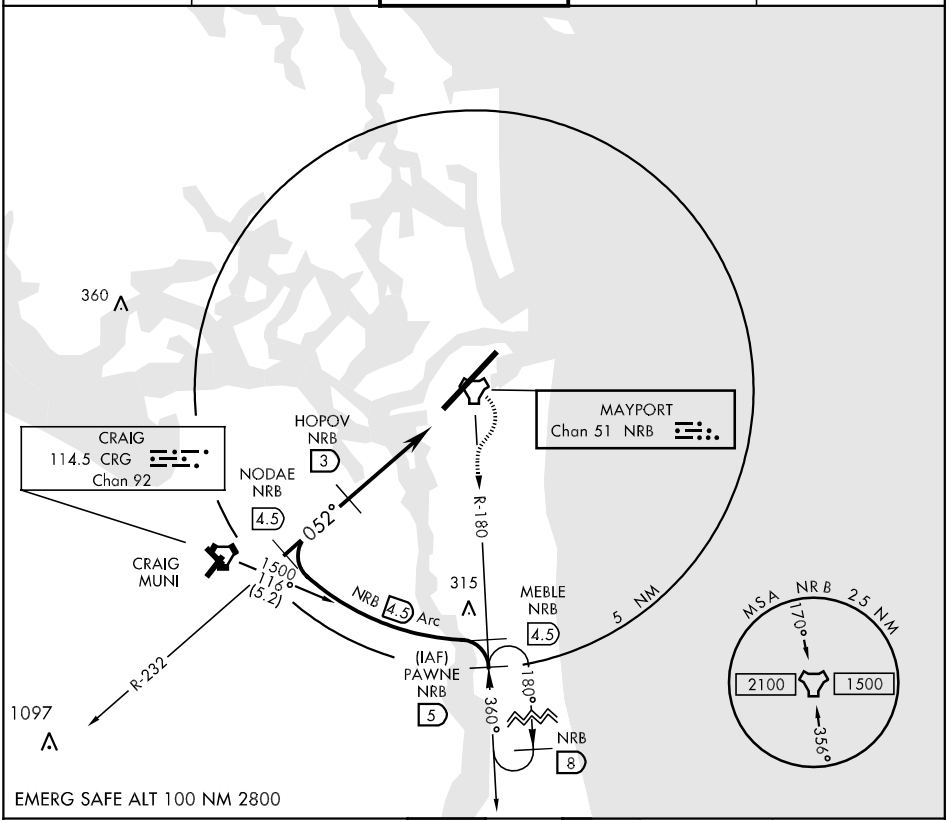
Rwy Idg	8001
TDZE	13
Arpt Elev	15

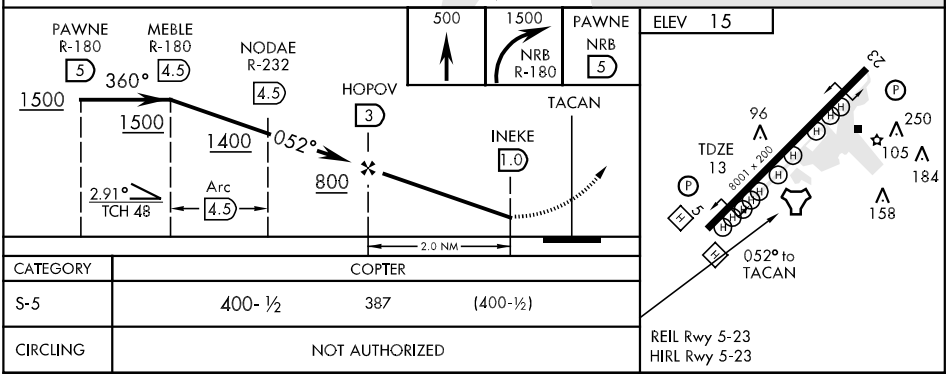
AL-722 [USN]

MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

MISSED APPROACH: Climb to 500, then climbing right turn to1500 via NRB R-180 to PAWNE and hold.

ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
267.6	124.9 308.4	118.75 239.3	126.5 233.7	





CATEGORY	COPTER		
S-5	400- ½	387	(400-½)
CIRCLING	NOT AUTHORIZED		

REIL Rwy 5-23
HIRL Rwy 5-23

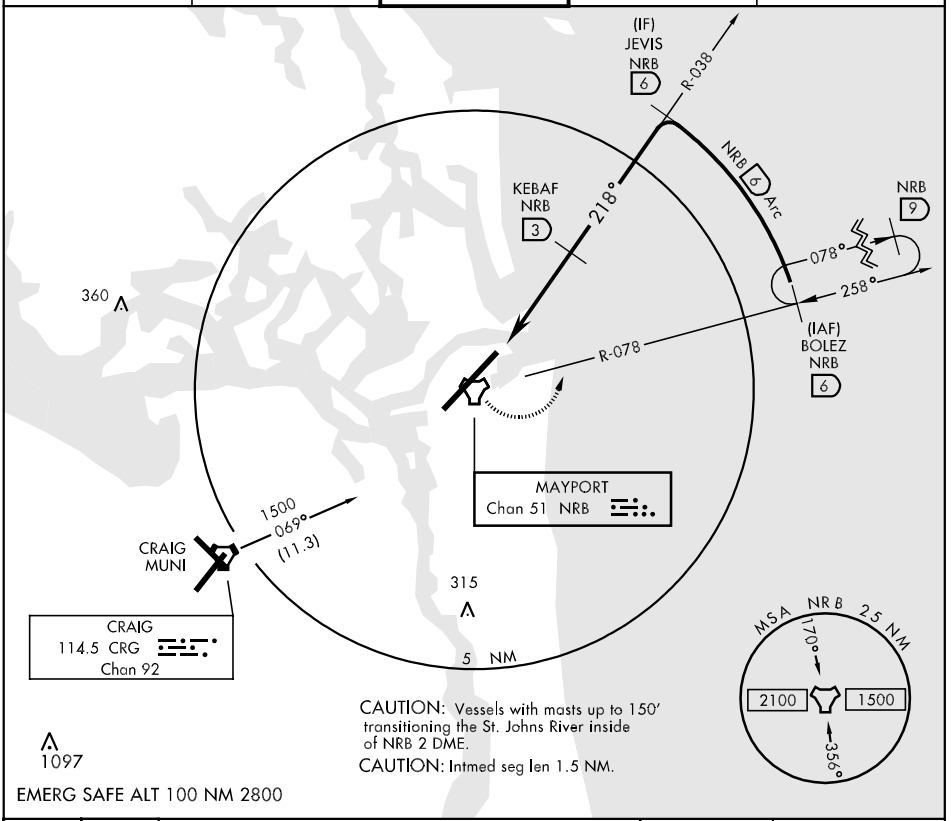
SE-3, 03 JUN 2010 to 01 JUL 2010

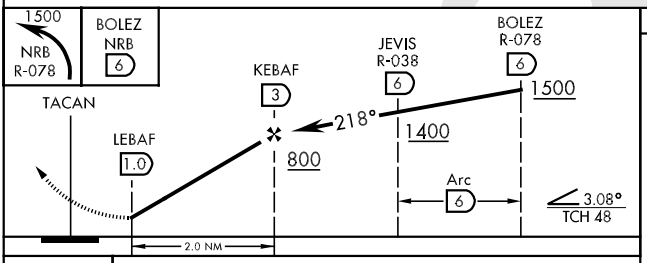
COPTER TACAN RWY 23

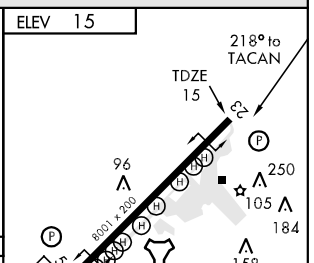
TACAN	APCH CRS	Rwy Idg	AL-722 [USN]
NRB Chan 51	218°	8001 TDZE 15 Arpt Elev 15	MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

MISSED APPROACH: Climbing left turn to 1500 via NRB R-078 to BOLEZ and hold.

ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
267.6	124.9 308.4	118.75 239.3	126.5 233.7	

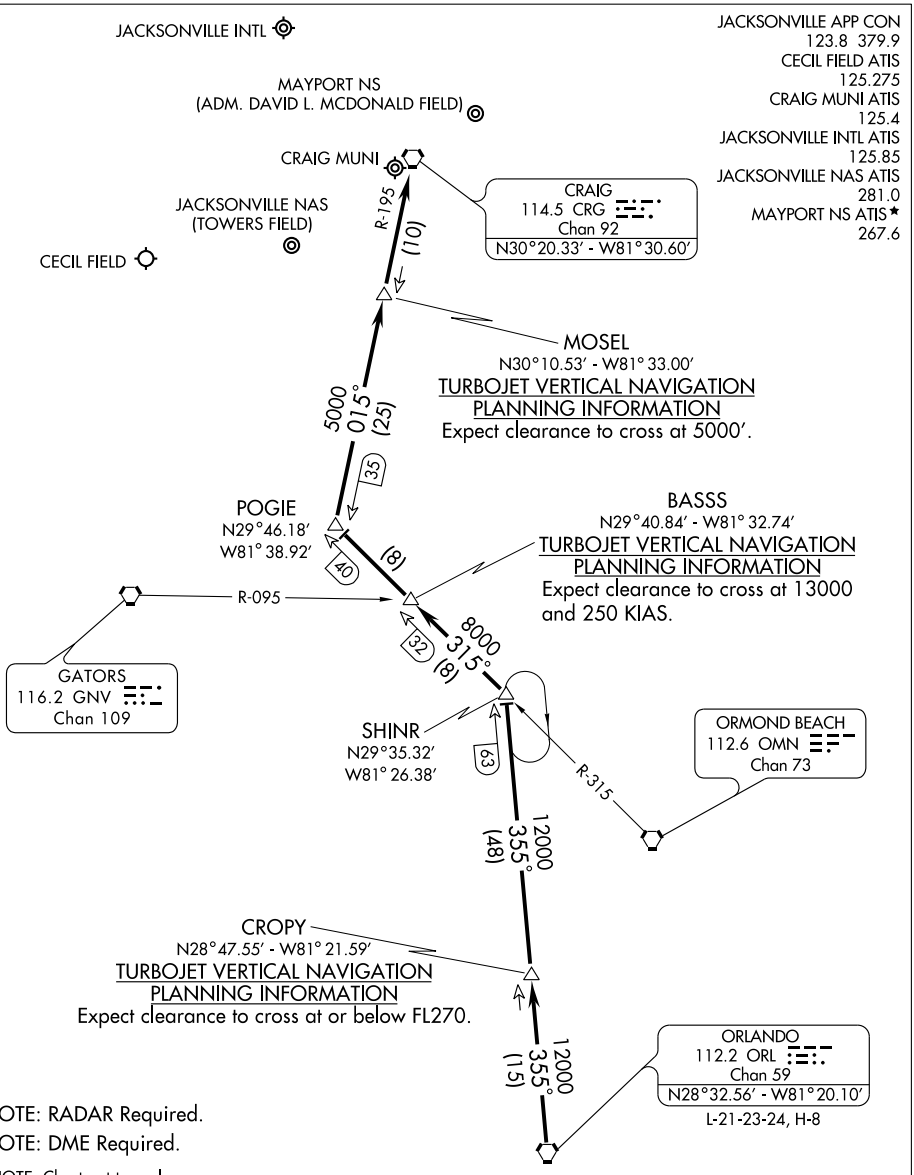






CATEGORY	COPTER		
S-23	500-1	485	(500-1)
CIRCLING	NOT AUTHORIZED		

POGIE ONE ARRIVAL (POGIE.POGIE1) ST-5570 (FAA) JACKSONVILLE, FLORIDA



From over ORL VORTAC via ORL R-355 to SHINR INT, thence via OMN R-315 to POGIE INT, thence via CRG R-195 to CRG VORTAC. Expect radar vectors to final approach course after CRG VORTAC.

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 5

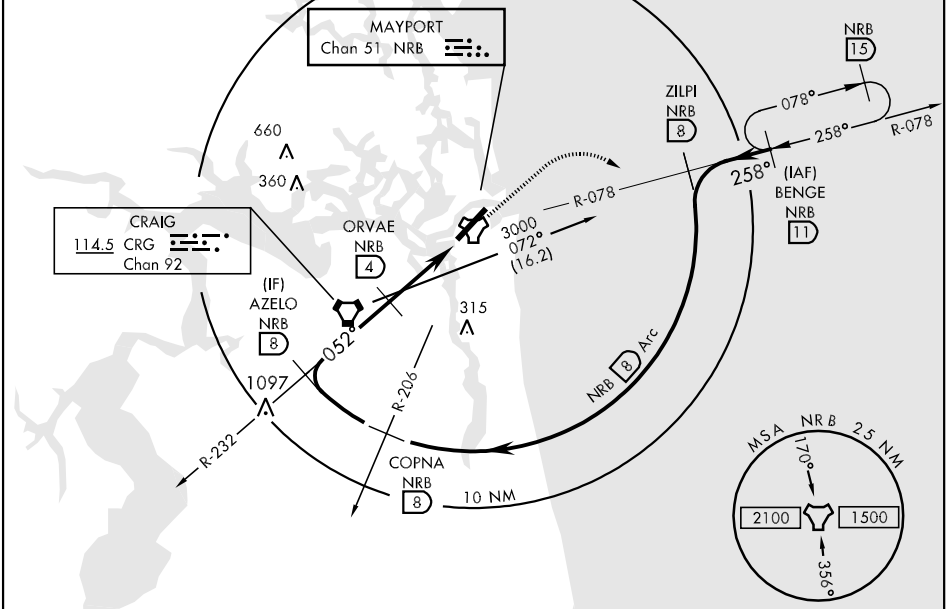
TACAN NRB Chan 51	APCH CRS 052°	Rwy ldg 8001 TDZE 13 Arpt Elev 15	AL-722 [USN]

MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)

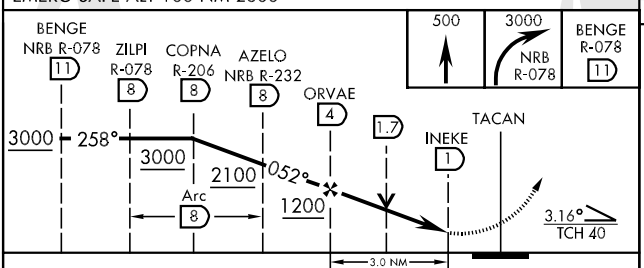
MISSED APPROACH: Climb to 500, then climbing right turn to 3000 via NRB R-078 to BENGE and hold.

ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
267.6	124.9 308.4	118.75 239.3	126.5 233.7	

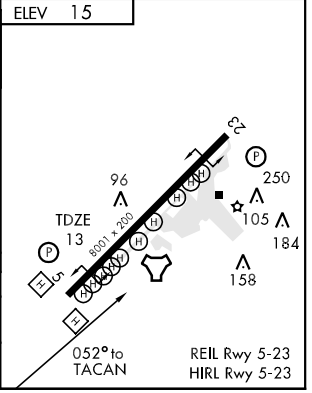
CAUTION: Intmed seg len 4 NM.



EMERG SAFE ALT 100 NM 2800



ELEV 15



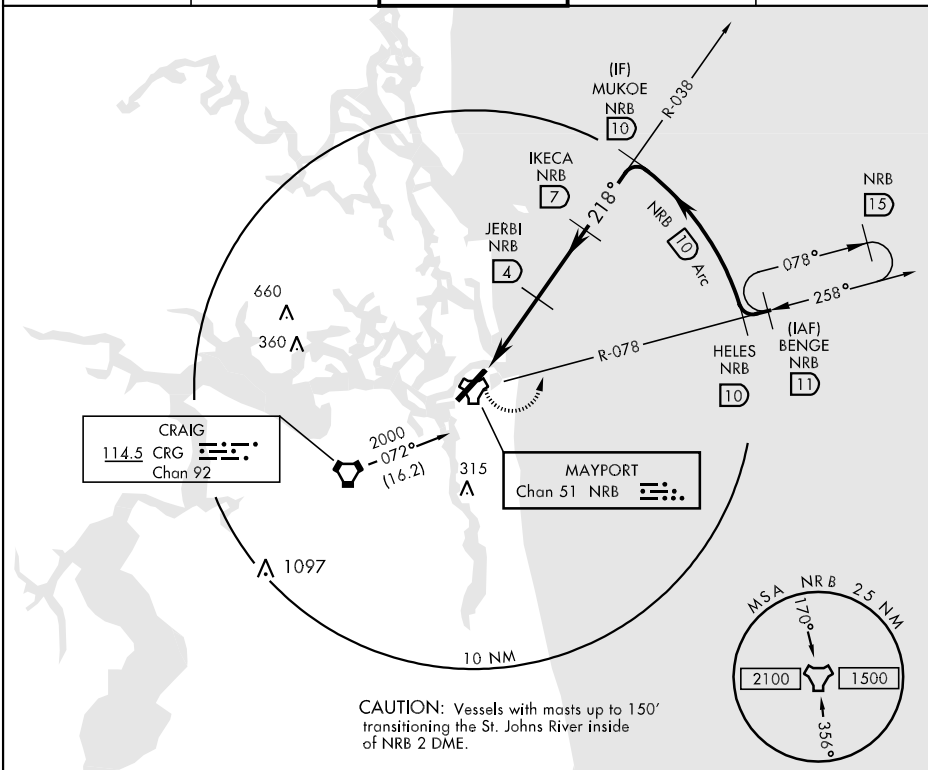
CATEGORY	A	B	C	D
S-5	400-1 387 (400-1)			400-1¼ 387 (400-1¼)
CIRCLING	560-1 545 (600-1)		560-1½ 545 (600-1½)	580-2 565 (600-2)

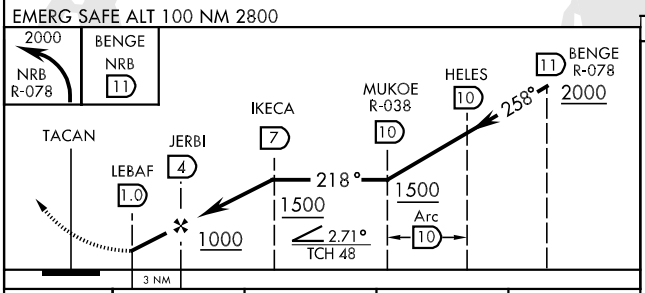
TACAN RWY 23

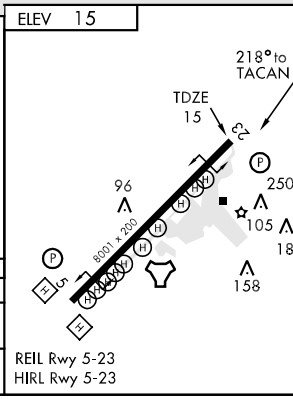
TACAN	APCH CRS	Rwy Idg	8001	AL-722 [USN]
Chan 51	218°	TDZE	15	MAYPORT NS (ADM DAVID L. MC DONALD FLD) (KNRB)
		Arpt Elev	15	

MISSED APPROACH: Climbing left turn to 2000 via NRB R-078 to BENGE and hold.

ATIS ★	JACKSONVILLE APP CON	MAYPORT TOWER ★	GND CON	ASR/PAR
267.6	124.9 308.4	118.75 239.3	126.5 233.7	







CATEGORY	A		B	C	D
S-23	500-1	485	(500-1)	500-1¼ 485 (500-1¼)	500-1½ 485 (500-1½)
CIRCLING	560-1	545	(600-1)	560-1½ 545 (600-1½)	580-2 565 (600-2)

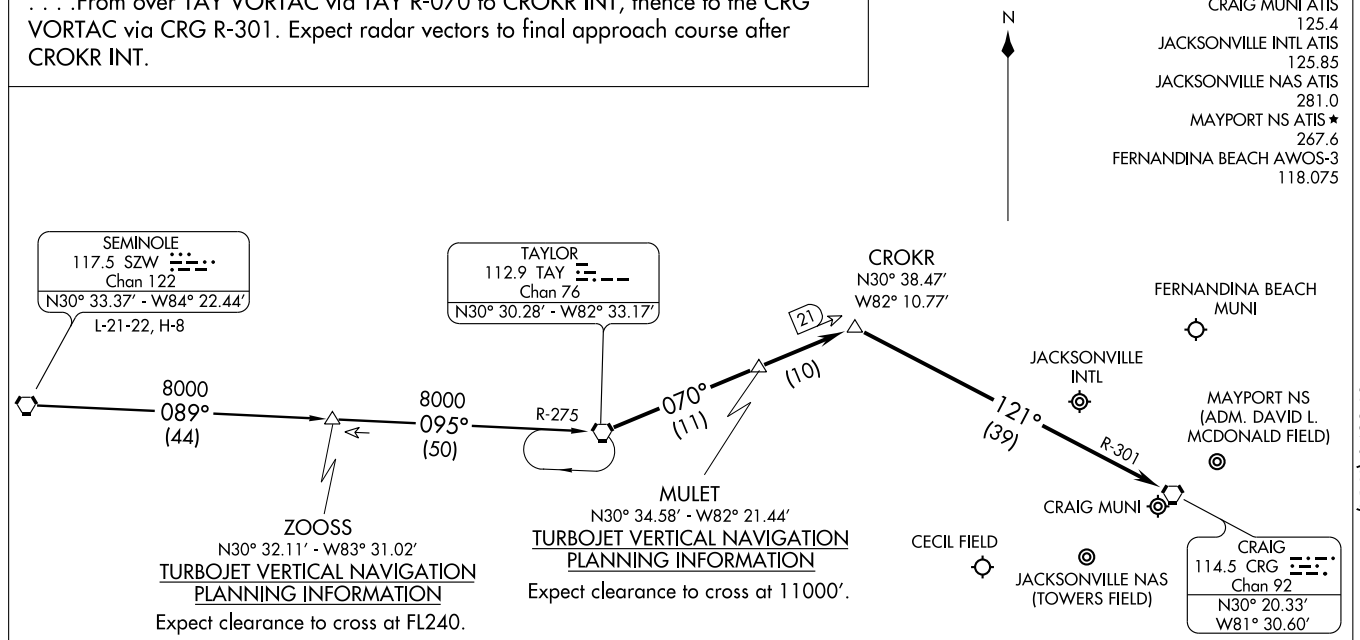
SE-3, 03 JUN 2010 to 01 JUL 2010

TAYLOR TWO ARRIVAL (TAY.TAY2)

SEMINOLE TRANSITION (SZW.TAY2): From over SZW VORTAC via SZW R-089 and TAY R-275 to TAY VORTAC. Thence. . . .

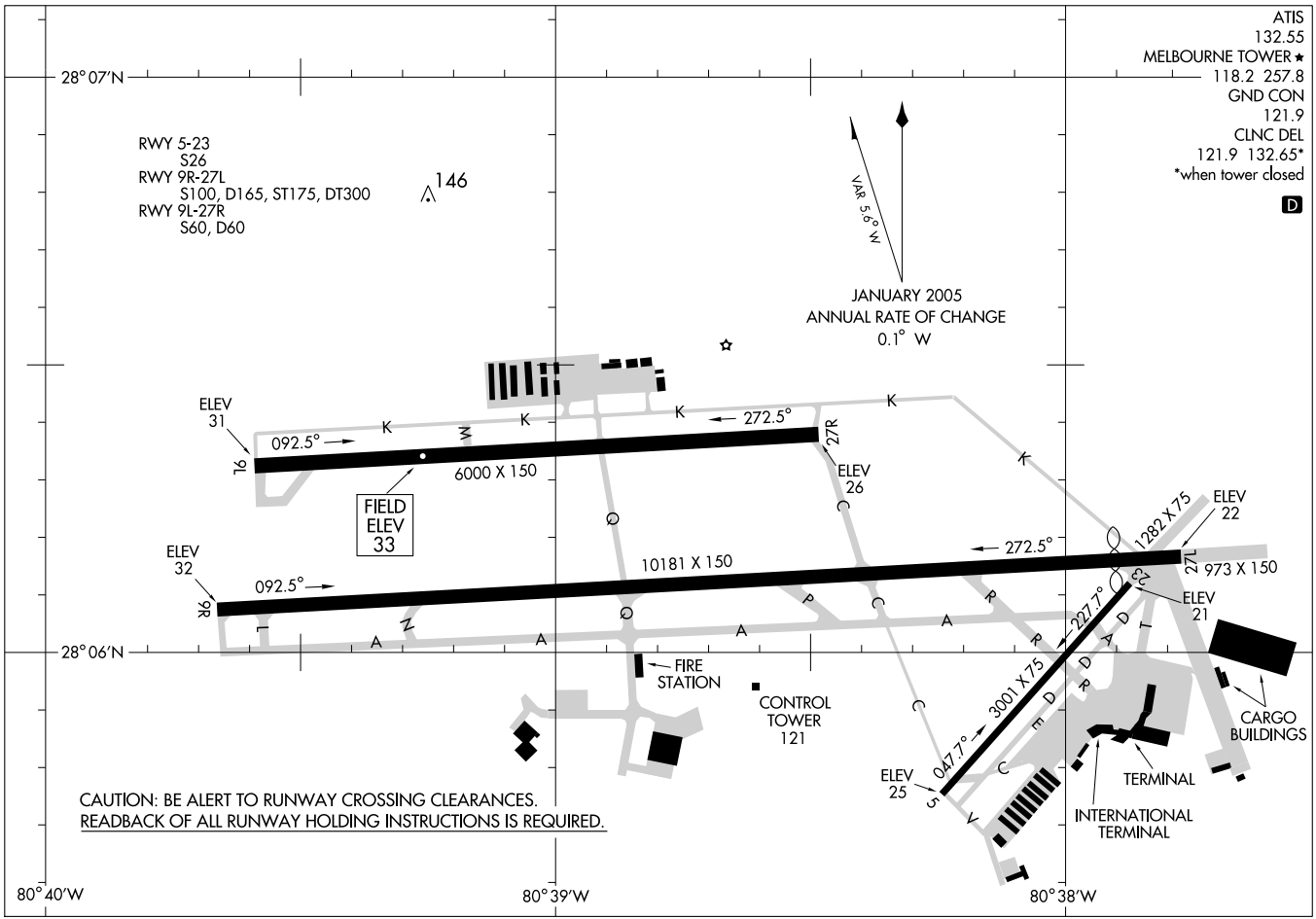
. . . .From over TAY VORTAC via TAY R-070 to CROKR INT, thence to the CRG VORTAC via CRG R-301. Expect radar vectors to final approach course after CROKR INT.

JACKSONVILLE APP CON
127.0 322.4
CECIL FIELD ATIS
125.275
CRAIG MUNI ATIS
125.4
JACKSONVILLE INTL ATIS
125.85
JACKSONVILLE NAS ATIS
281.0
MAYPORT NS ATIS ★
267.6
FERNANDINA BEACH AWOS-3
118.075



NOTE: DME Required.

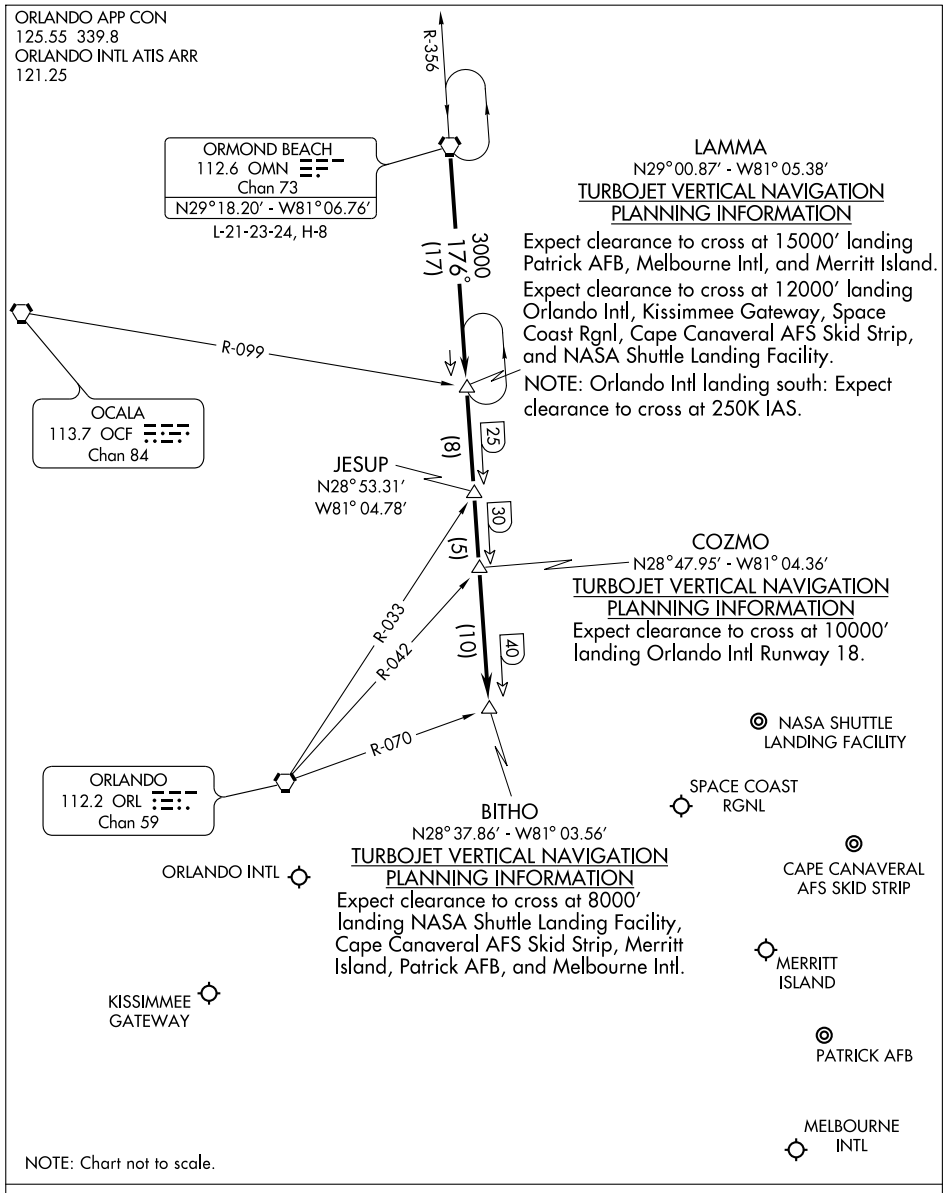
NOTE: Chart not to scale.



AL-252 (FAA)

MELBOURNE INTL (MLB)
MELBOURNE, FLORIDA

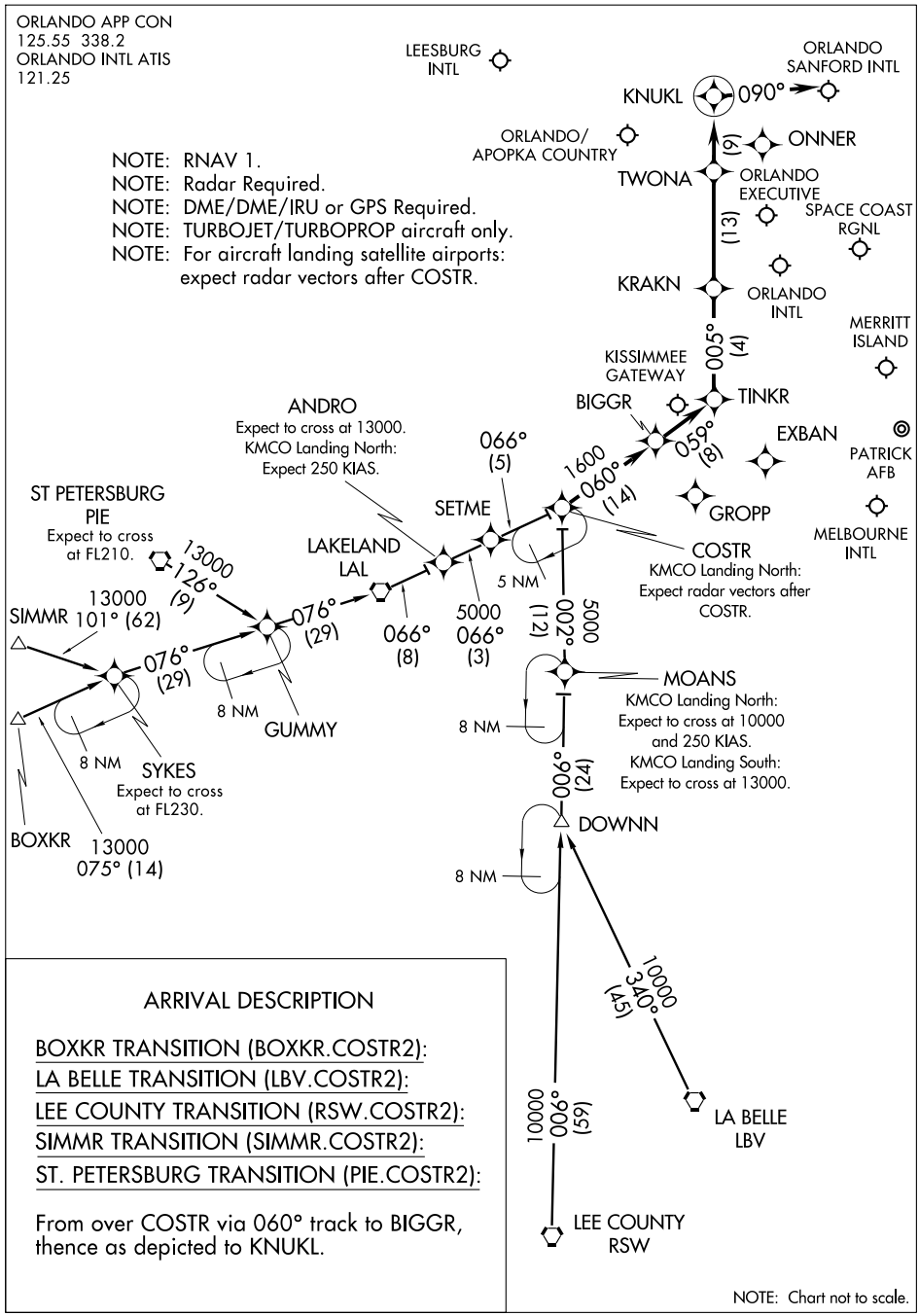
BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

LOC I-MLB	APP CRS	Rwy Idg	10181
108.3	090°	TDZE	32
		Apt Elev	33

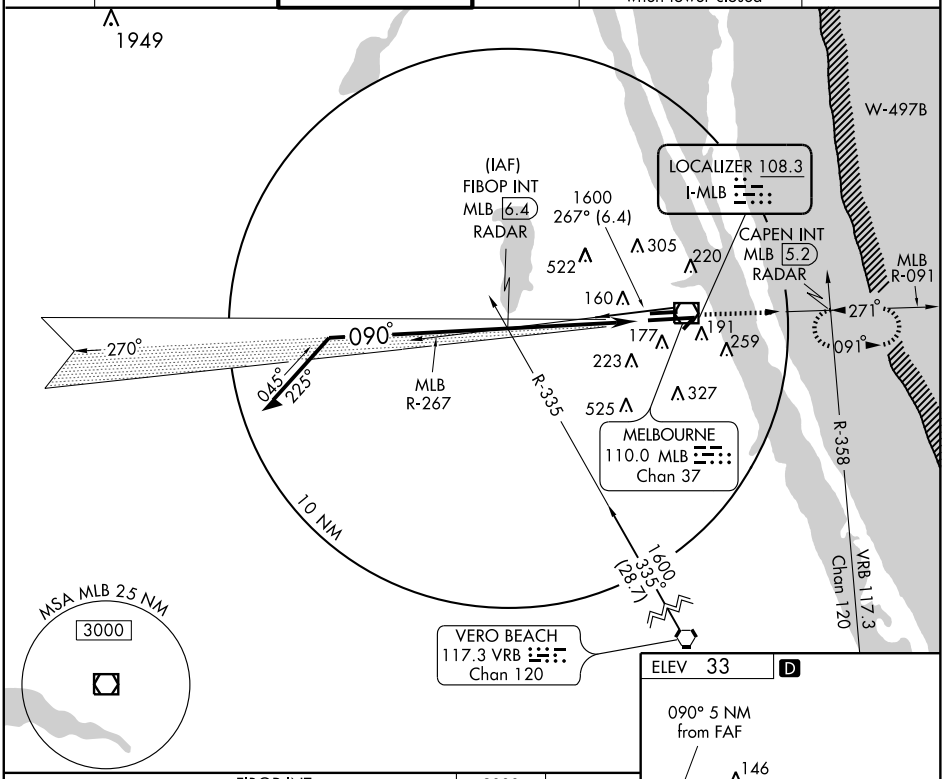
ILS or LOC RWY 9R
MELBOURNE INTL (MLB)

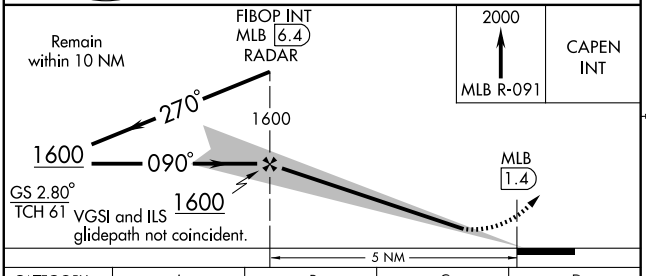
DME or RADAR REQUIRED

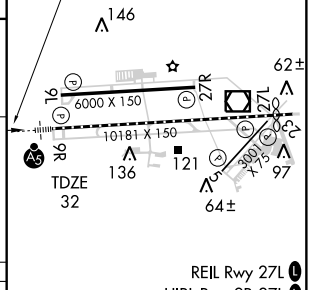
MALSR

MISSED APPROACH: Climb to 2000 via MLB VOR/DME R-091 to CAPEN INT/5.2 DME/RADAR and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95







CATEGORY	A	B	C	D
S-ILS 9R	232/18 200 (200-½)			
S-LOC 9R	380/24 348 (400-½)			380/40 348 (400-¾)
CIRCLING	500-1 467 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

SE-3. 03 JUN 2010 to 01 JUL 2010

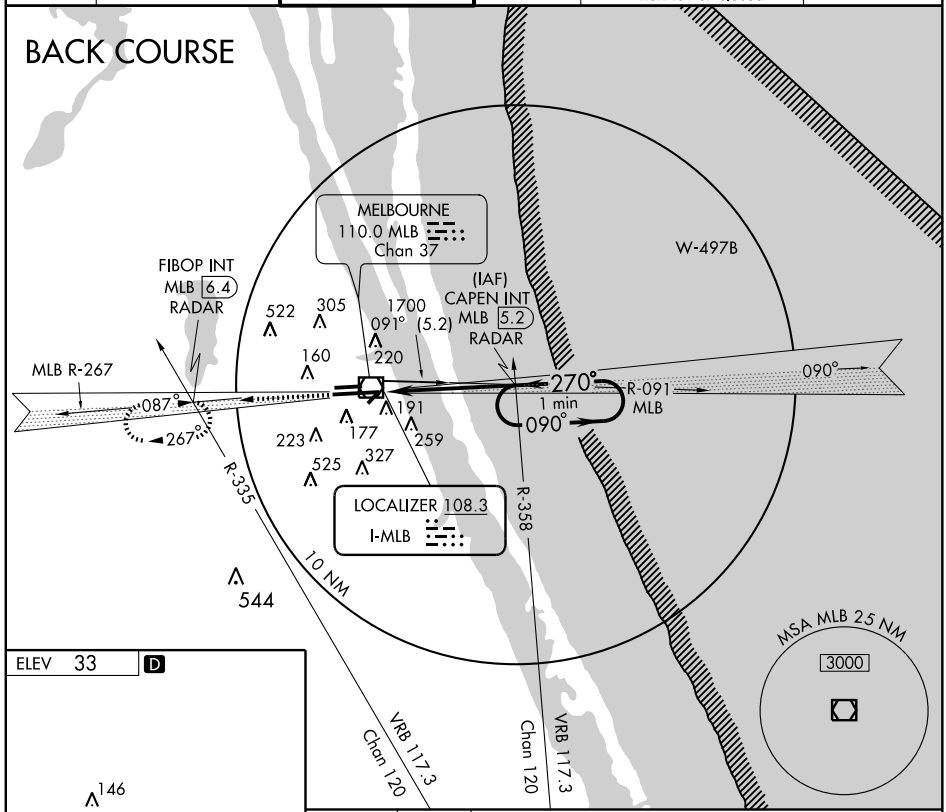
LOC I-MLB	APP CRS	Rwy Idg	9481
108.3	270°	TDZE	26
		Apt Elev	33

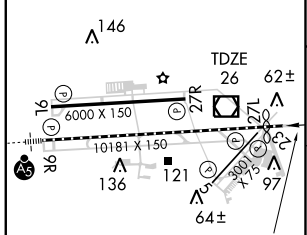
LOC BC RWY 27L
MELBOURNE INTL (MLB)

RADAR or DME REQUIRED

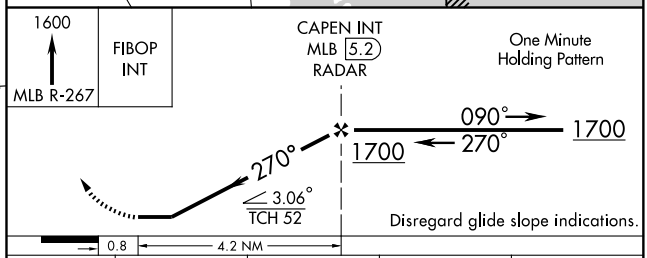
MISSED APPROACH: Climb to 1600 via MLB VOR/DME R-267 to FIBOP INT/6.4 DME/RADAR and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95





TDZ/CL Rwys 9R and 27L
REIL Rwy 27L L
MIRL Rwys 5-23 and 9L-27R L
HIRL Rwy 9R-27L L



FAF to MAP 4.2 NM

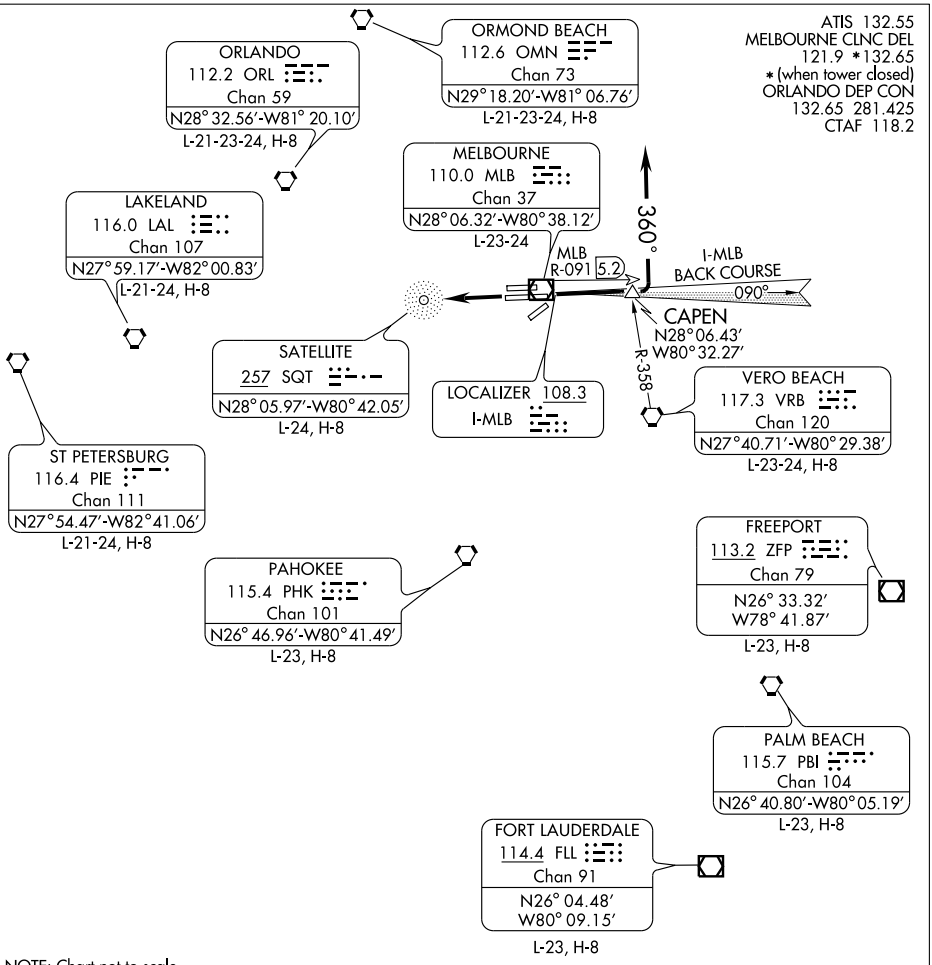
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

CATEGORY	A	B	C	D
S-27L	520-1 494 (500-1)		520-1¼ 494 (500-1¼)	520-1½ 494 (500-1½)
CIRCLING	520-1 487 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

MELBOURNE THREE DEPARTURE

MELBOURNE INTL (MLB)
MELBOURNE, FLORIDA



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9R: Fly runway heading until the CAPEN INT then turn left heading 360° . Thence....

TAKE-OFF RUNWAY 27L: Fly runway heading. Thence....

.... All aircraft expect radar vectors to join assigned route. Maintain 5,000 feet or assigned altitude. Expect clearance to filed altitude/flight level 10 minutes after departure.

WAAS CH 65601 W09A	APP CRS 090°	Rwy Idg 6000 TDZE 33 Apt Elev 33

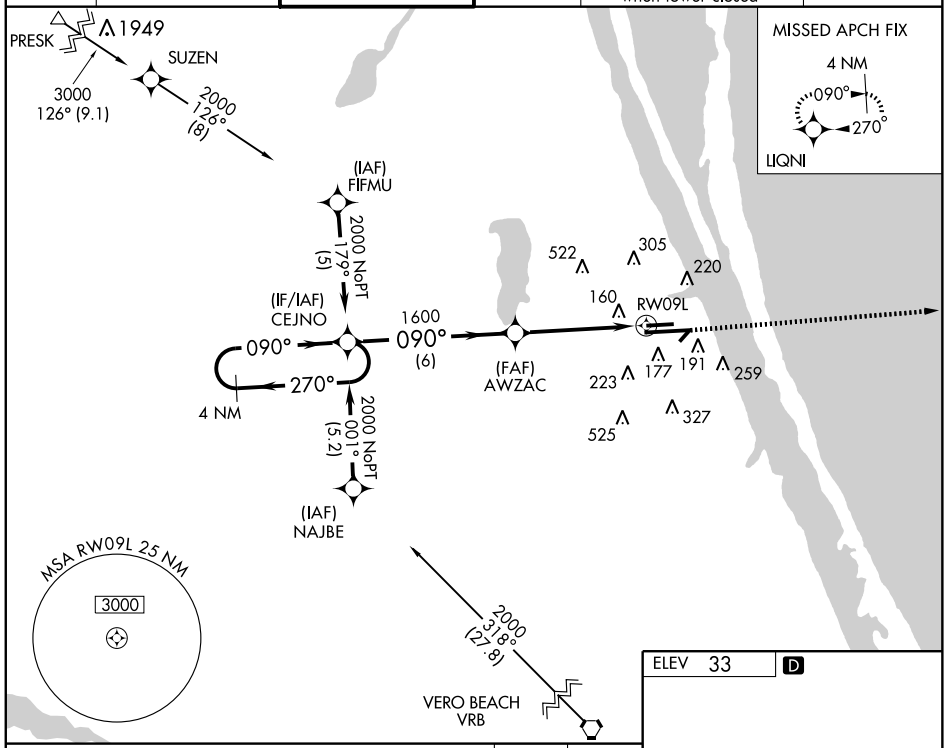
RNAV (GPS) RWY 9L

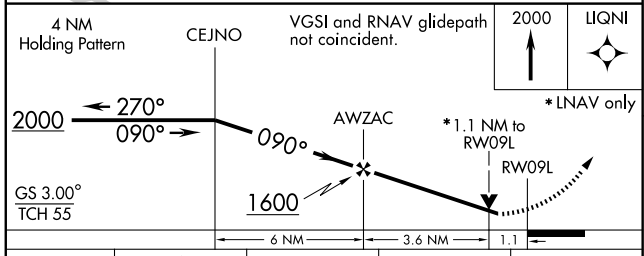
MELBOURNE INTL (MLB)

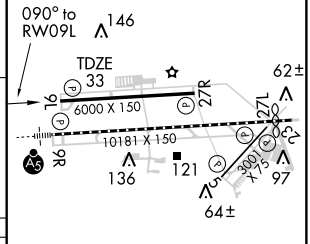
Baro-VNAV NA below -16° C (4° F)
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2000 direct LIQNI and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65* * when tower closed	122.95







CATEGORY	A	B	C	D
LPV DA	310-1 277 (300-1)			
LNAV/VNAV DA	464-1½ 431 (500-1½)			
LNAV MDA	420-1 367 (400-1)			420-1¼ 367 (400-1¼)
CIRCLING	500-1 467 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	10181
CH 60901	090°	TDZE	32
W09B		Apt Elev	33

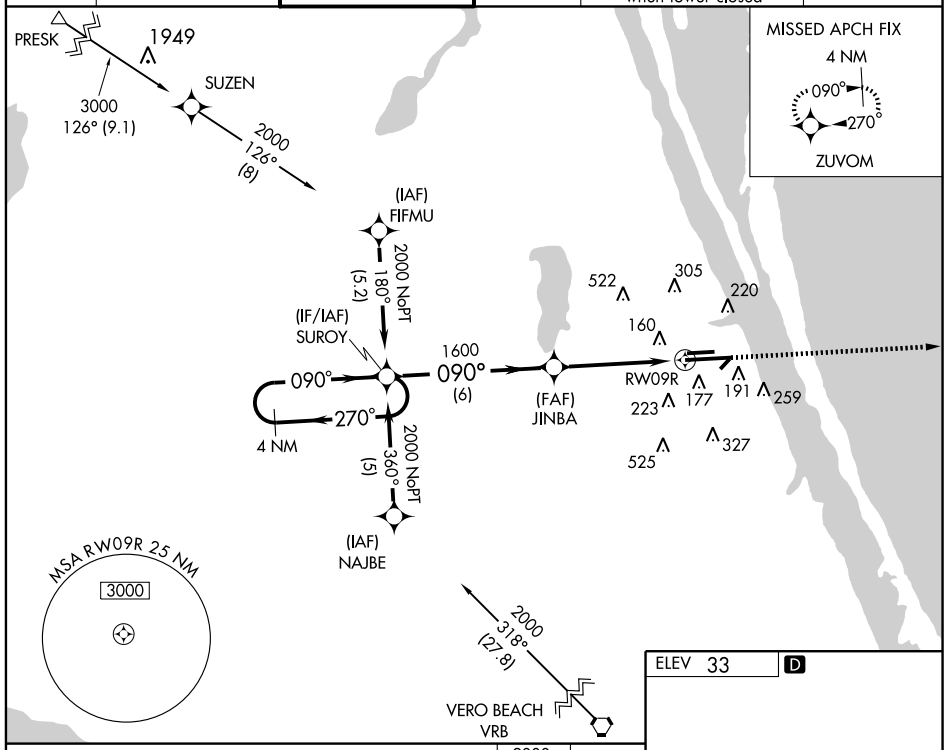
RNAV (GPS) RWY 9R
MELBOURNE INTL (MLB)

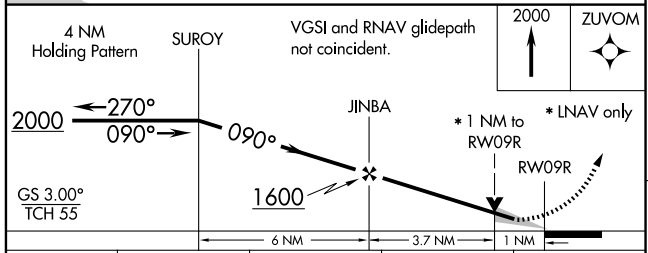
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16° C (4° F). For inoperative MALSR, increase LNAV Cat D visibility to 1¼.

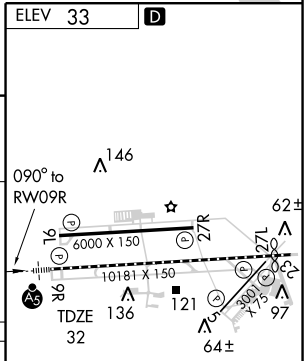
MALSR

MISSED APPROACH: Climb to 2000 direct ZUVOM and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER *	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65* * when tower closed	122.95







CATEGORY	A	B	C	D
LPV DA	310/24 278 (300-½)			
LNAV/VNAV DA	453/50 421 (500-1)			
LNAV MDA	420/24 388 (400-½)			420/50 388 (400-1)
CIRCLING	500-1 467 (600-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3, 03 JUN 2010 to 01 JUL 2010

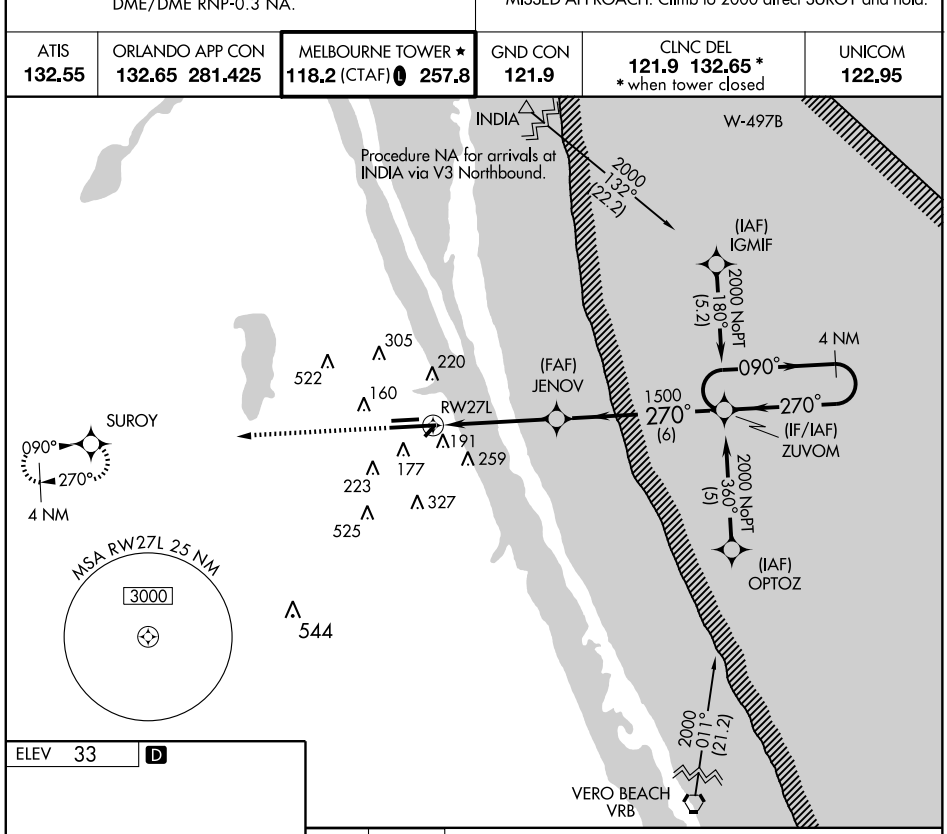
WAAS	APP CRS	Rwy Idg	9481
CH 56201	270°	TDZE	26
W27B		Apt Elev	33

RNAV (GPS) RWY 27L
MELBOURNE INTL (MLB)

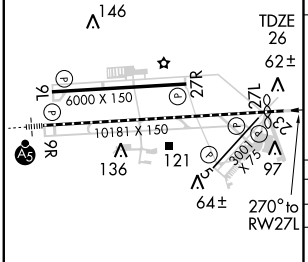
Baro-VNAV NA below -16° C (4° F).
DME/DME RNP-0.3 NA.

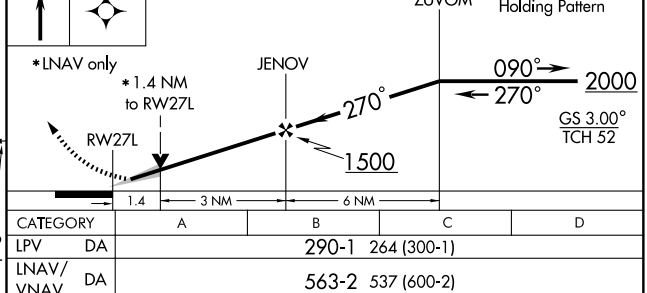
MISSED APPROACH: Climb to 2000 direct SUROY and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95



ELEV 33 D





CATEGORY	A	B	C	D
LPV DA	290-1 264 (300-1)			
LNAV/VNAV DA	563-2 537 (600-2)			
LNAV MDA	520-1 494 (500-1)		520-1¼ 494 (500-1¼)	520-1½ 494 (500-1½)
CIRCLING	520-1 487 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3, 03 JUN 2010 to 01 JUL 2010

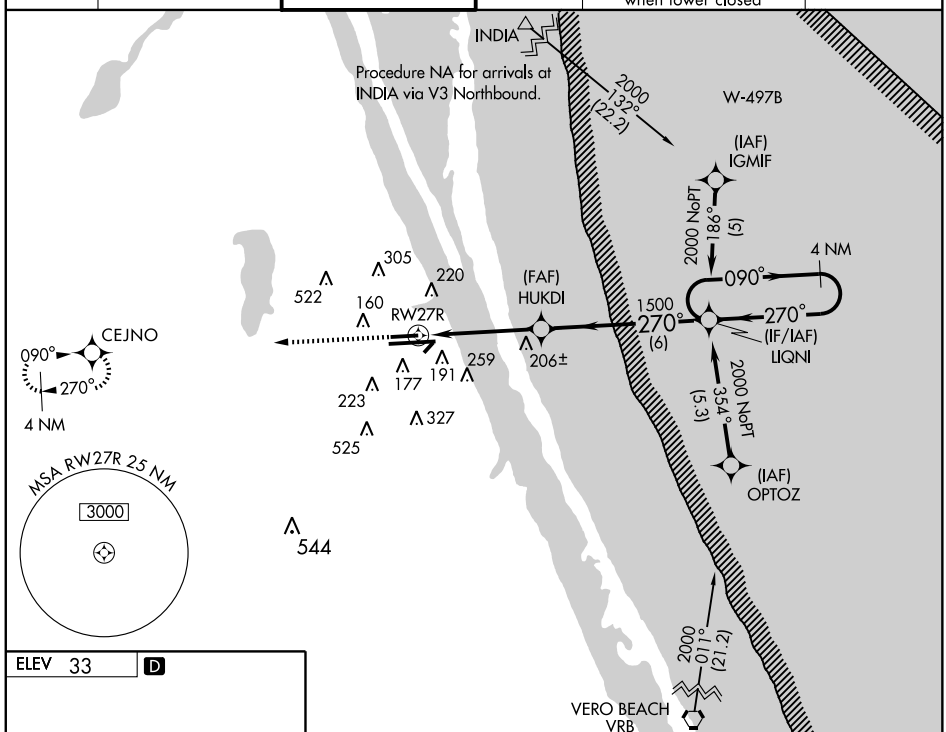
WAAS CH 50101 W27A	APP CRS 270°	Rwy Idg 6000 TDZE 32 Apt Elev 33

RNAV (GPS) RWY 27R
MELBOURNE INTL (MLB)

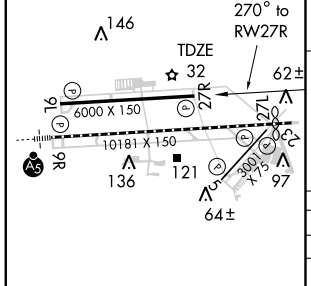
Baro-VNAV NA below -16° C (4° F).
DME/DME RNP-0.3 NA.

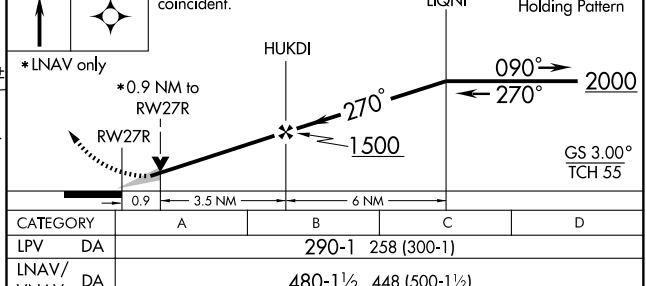
MISSED APPROACH: Climb to 2000 direct CEJNO and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65* *when tower closed	122.95



ELEV 33 D





CATEGORY	A	B	C	D
LPV DA	290-1 258 (300-1)			
LNAV/VNAV DA	480-1½ 448 (500-1½)			
LNAV MDA	380-1 348 (400-1)			380-1¼ 348 (400-1¼)
CIRCLING	500-1½ 467 (500-1½)	580-1½ 547 (600-1½)		620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3, 03 JUN 2010 to 01 JUL 2010

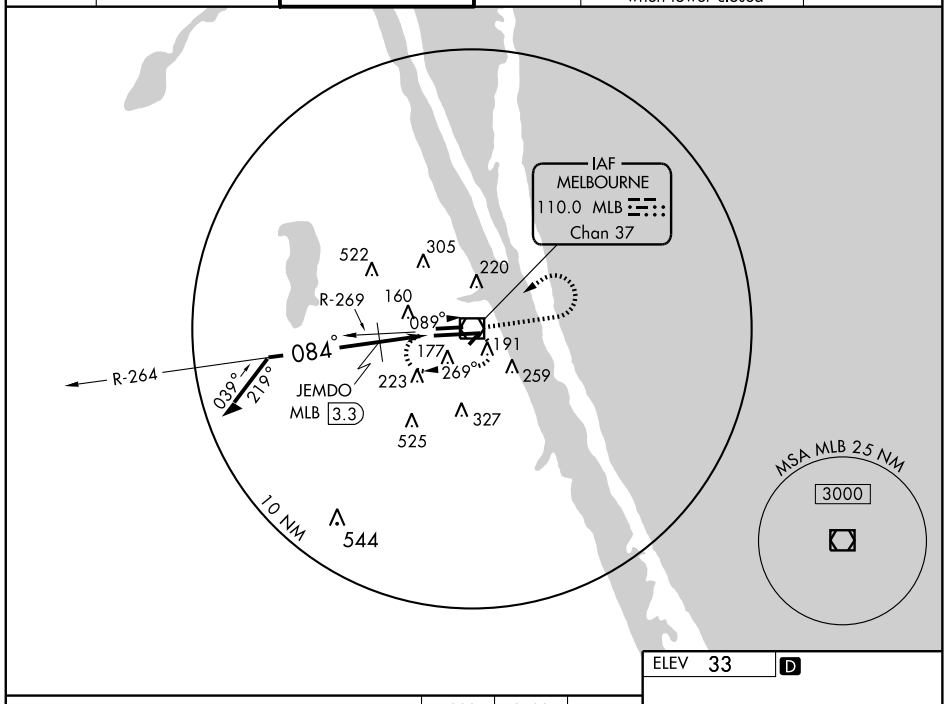
VOR/DME MLB	APP CRS	Rwy Idg	10181
110.0	084°	TDZE	32
Chan 37		Apt Elev	33

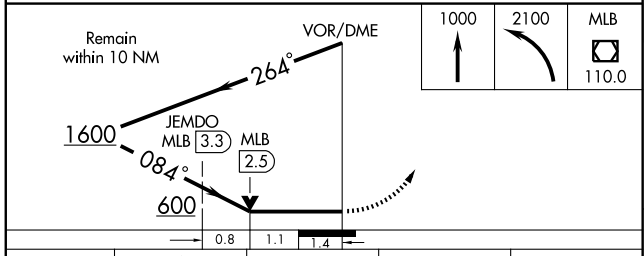
VOR RWY 9R
MELBOURNE INTL (MLB)

MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2100 direct MLB VOR/DME and hold.

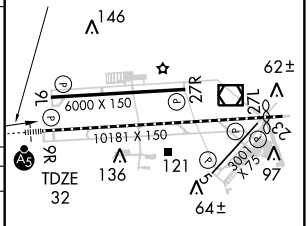
ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95





CATEGORY	A	B	C	D
S-9R	600/24 568 (600-½)		600/50 568 (600-1)	600/60 568 (600-1¼)
CIRCLING	600-1 567 (600-1)		600-1½ 567 (600-1½)	620-2 587 (600-2)
JEMDO FIX MINIMUMS				
S-9R	460/24 427 (500-½)		460/40 427 (500-¾)	460/50 427 (500-1)
CIRCLING	500-1 467 (500-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

ELEV 33 D



REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

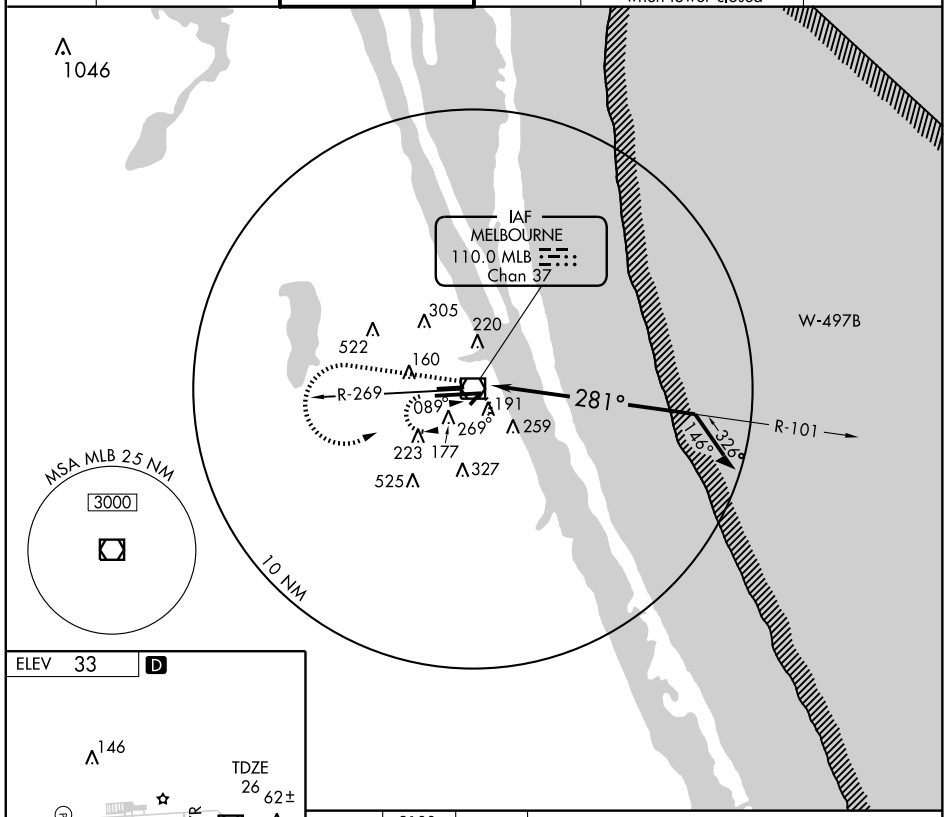
SE-3, 03 JUN 2010 to 01 JUL 2010

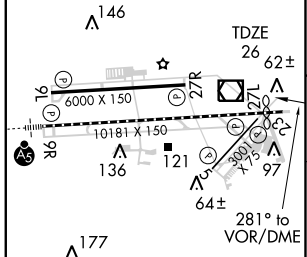
VOR/DME MLB	APP CRS	Rwy Idg	9481
110.0	281°	TDZE	26
Chan 37		Apt Elev	33

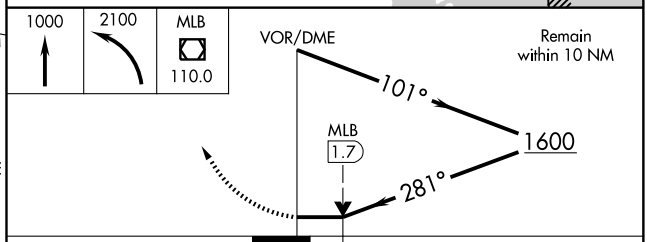
VOR RWY 27L
MELBOURNE INTL (MLB)

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct MLB VOR/DME and hold.

ATIS	ORLANDO APP CON	MELBOURNE TOWER ★	GND CON	CLNC DEL	UNICOM
132.55	132.65 281.425	118.2 (CTAF) L 257.8	121.9	121.9 132.65 * * when tower closed	122.95





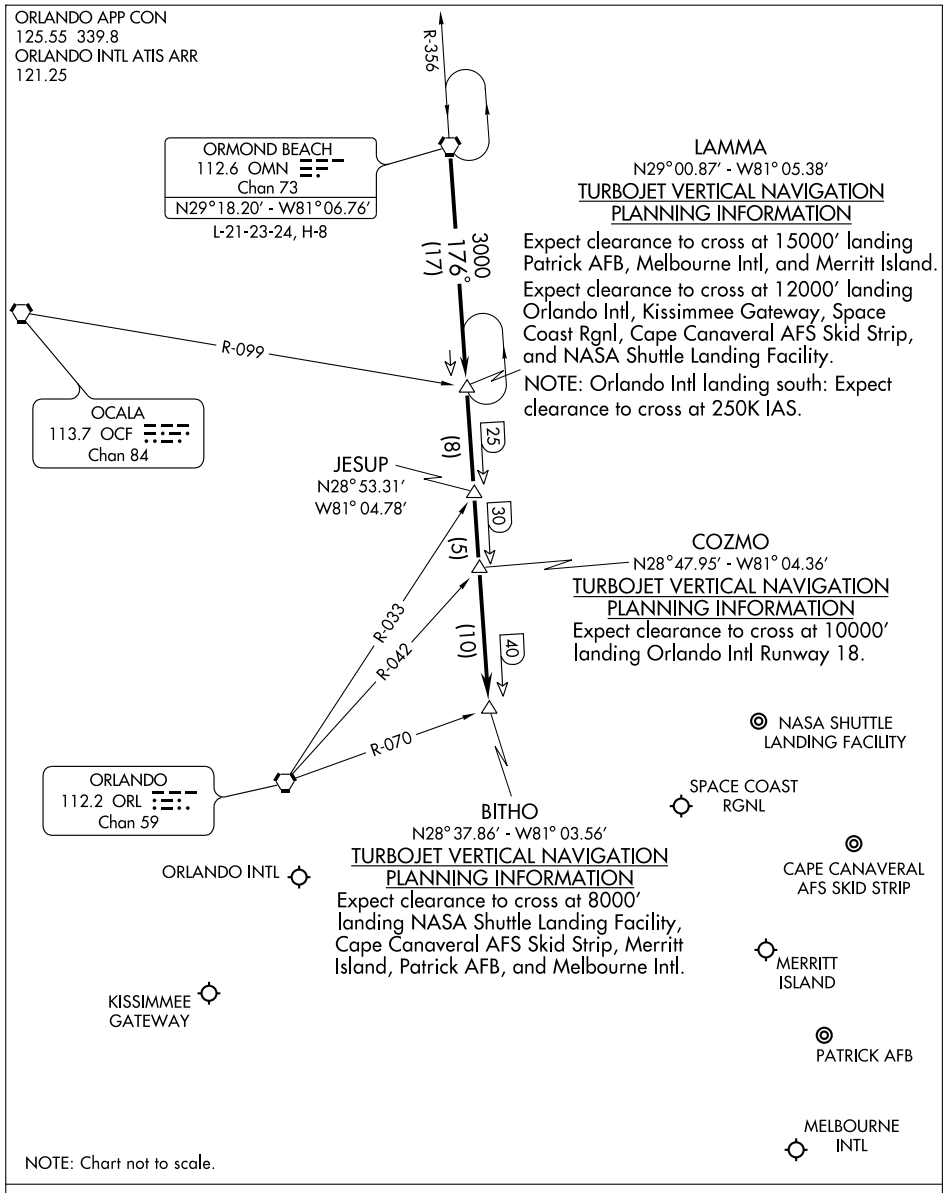


CATEGORY	A	B	C	D
S-27L	560-1 534 (600-1)		560-1½ 534 (600-1½)	560-1¾ 534 (600-1¾)
CIRCLING	560-1 527 (600-1)	580-1 547 (600-1)	580-1½ 547 (600-1½)	620-2 587 (600-2)

REIL Rwy 27L L
HIRL Rwy 9R-27L L
MIRL Rwys 5-23 and 9L-27R L
TDZ/CL Rwys 9R and 27L

SE-3, 03 JUN 2010 to 01 JUL 2010

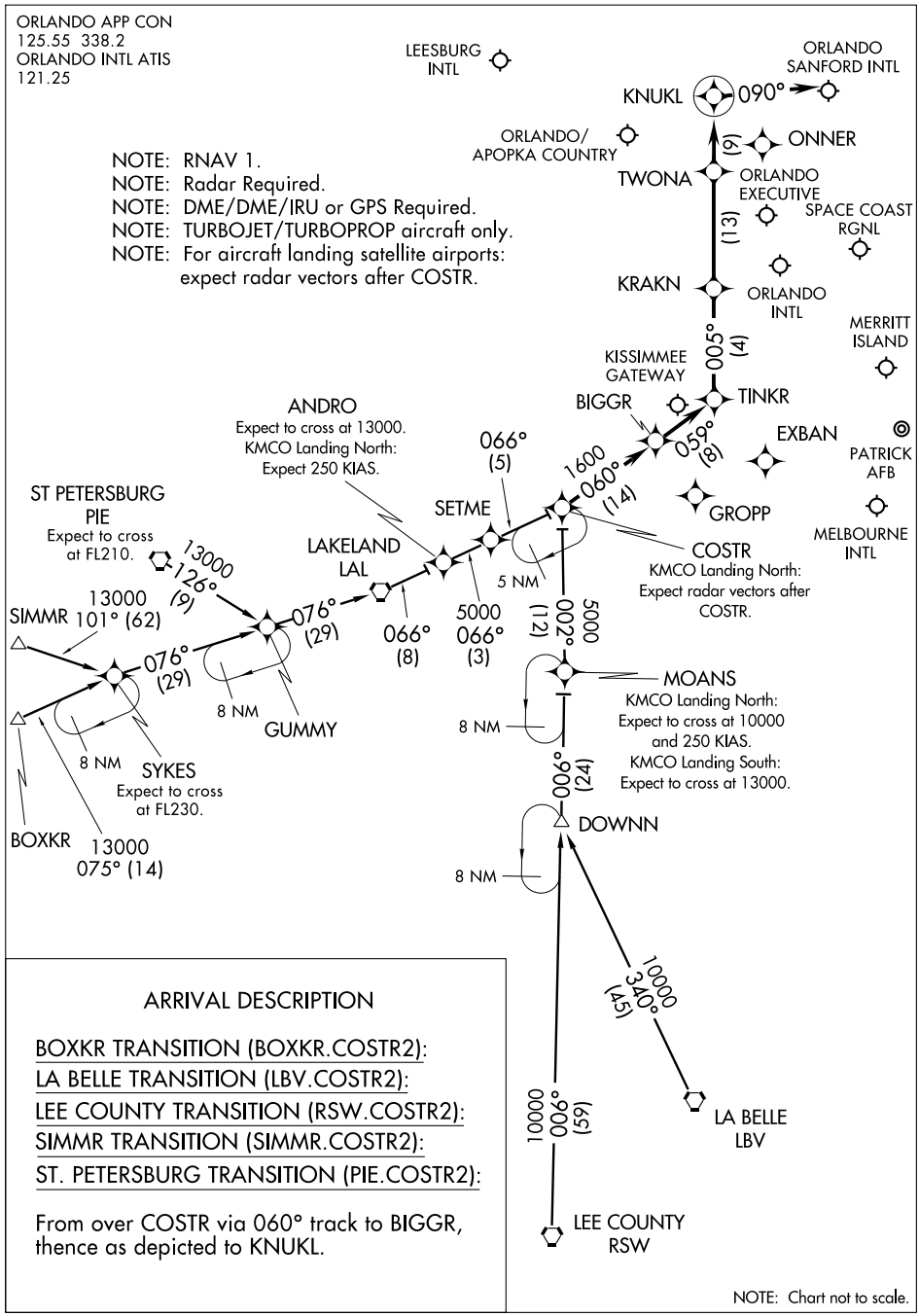
BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

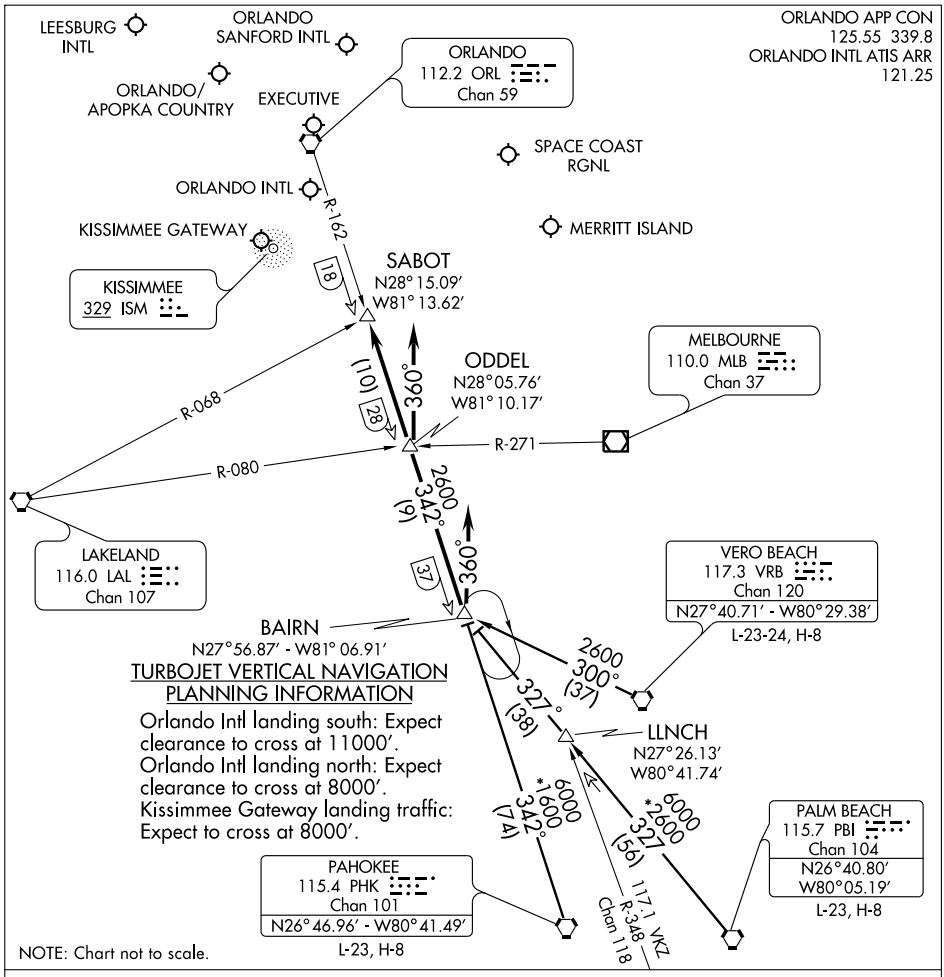
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

MINEE FOUR ARRIVAL (MINEE.MINEE4)

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 120° (9)

SYKES
N27°39.88′
W83°02.99′

13000 070° (29)

R-250

R-106

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

72

13000 070° (14)

83

10000 003° (24)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83° 17.93′

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

10000 334° (45)

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

NOTE: Chart not to scale.

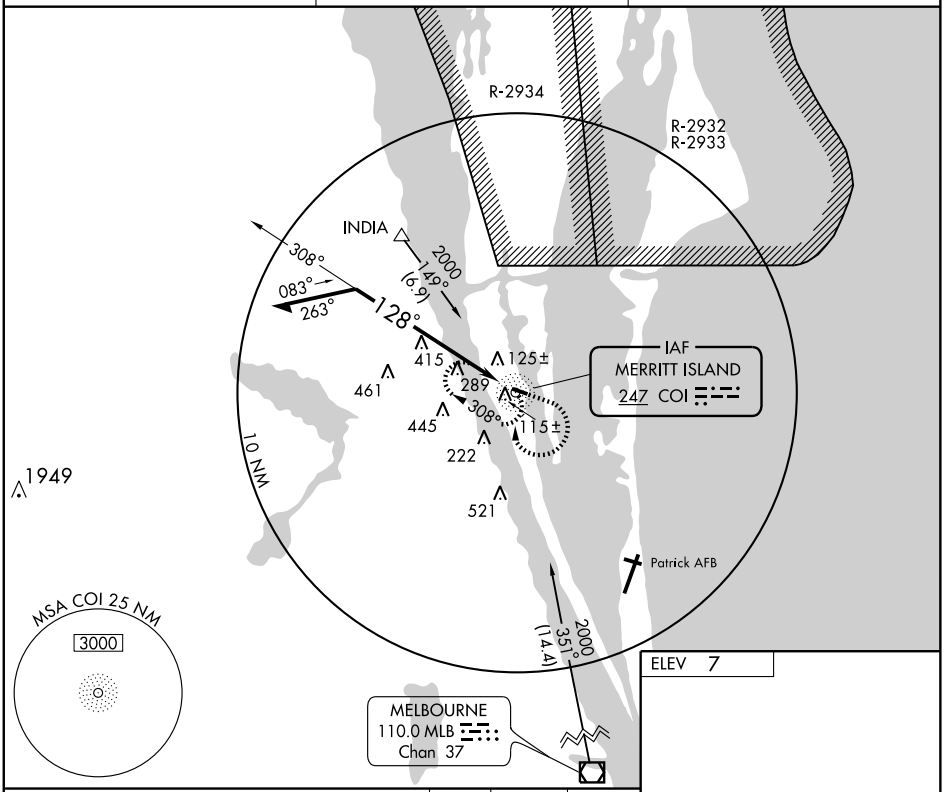
NDB COI	APP CRS	Rwy Idg	3601
247	128°	TDZE	7
		Apt Elev	7

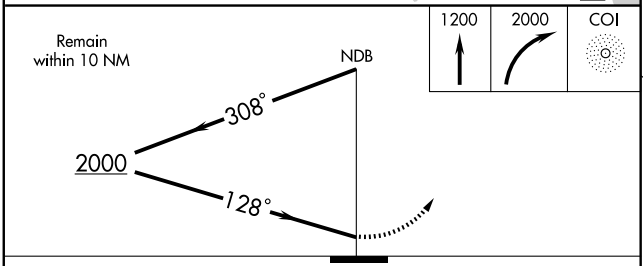
NDB RWY 11
MERRITT ISLAND (COI)

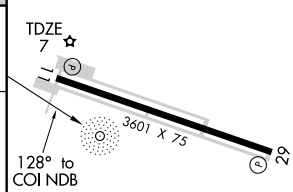
Use Melbourne Intl altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct COI NDB and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.025	134.95 281.425	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-11	860-1 853 (900-1)	860-1¼ 853 (900-1¼)	NA	
CIRCLING	860-1 853 (900-1)	860-1¼ 853 (900-1¼)	NA	

MIRL Rwy 11-29 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	3601
CH 65899	114°	TDZE	6
W11A		Apt Elev	6

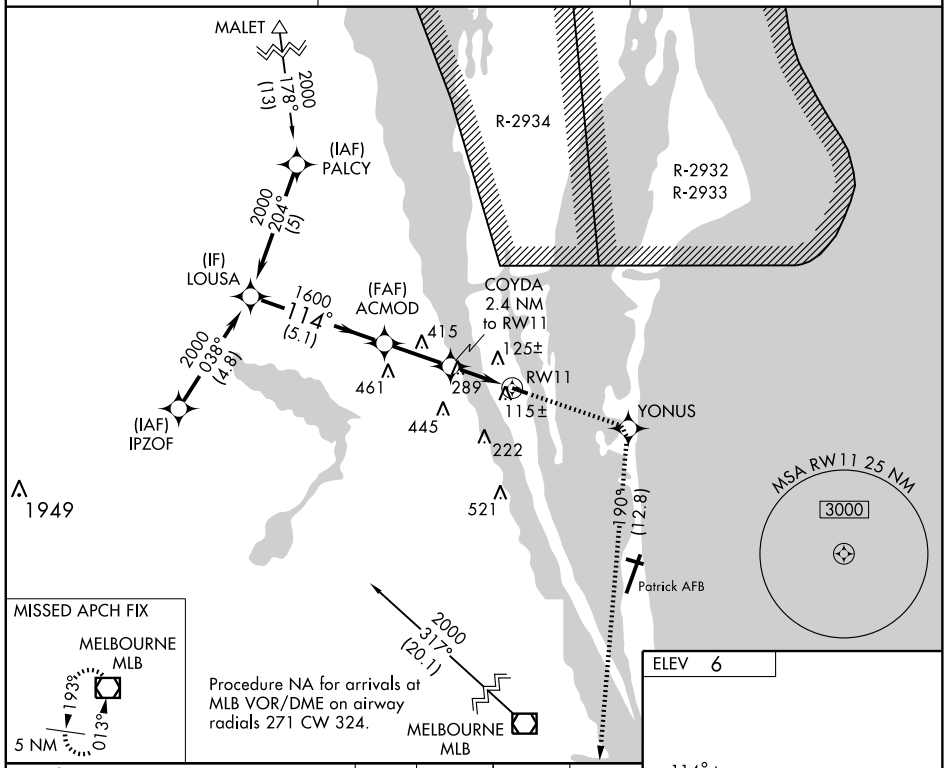
RNAV (GPS) RWY 11

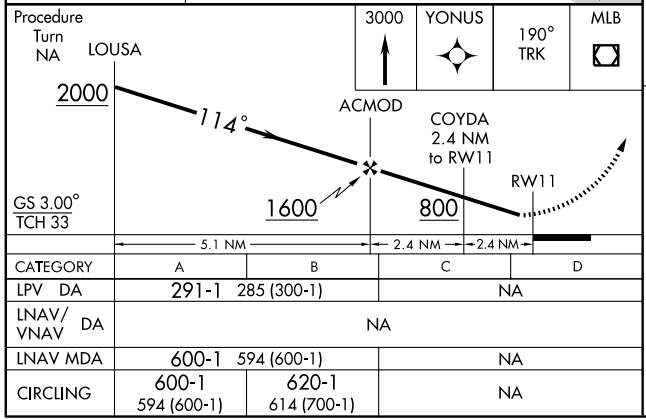
MERRITT ISLAND (COI)

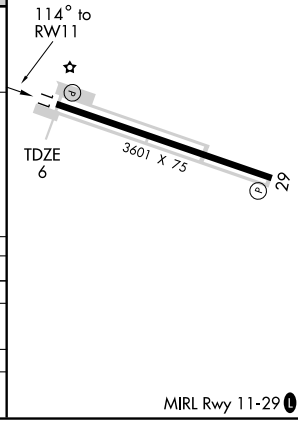
If local altimeter setting not received, use Melbourne altimeter setting and increase LPV DA to 329 and all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct YONUS and via 190° track to MLB VOR/DME and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.025	134.95 281.425	122.975 (CTAF) L



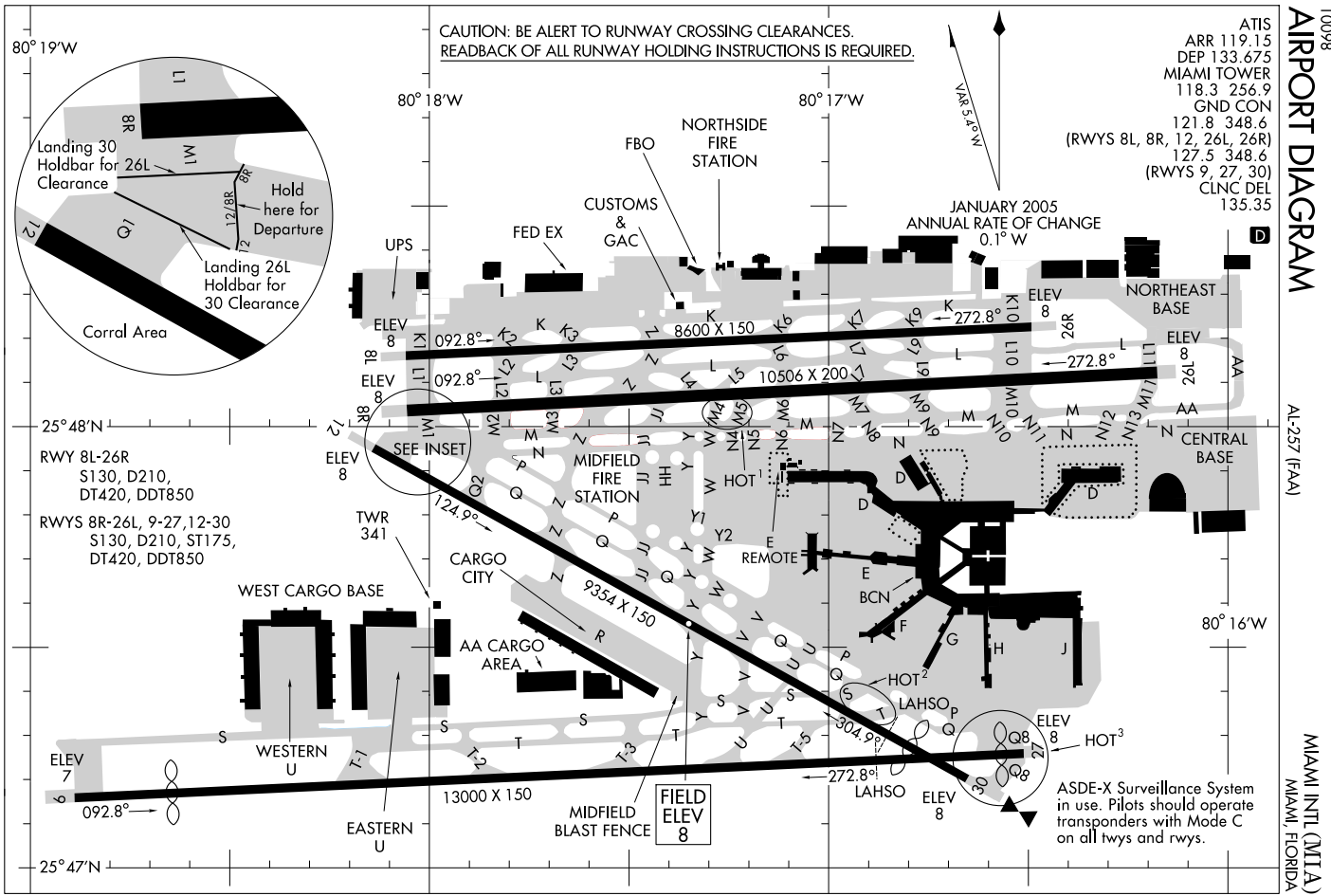




CATEGORY	A	B	C	D
LPV DA	291-1	285 (300-1)	NA	
LNAV/VNAV DA	NA			
LNAV MDA	600-1	594 (600-1)	NA	
CIRCLING	600-1 594 (600-1)	620-1 614 (700-1)	NA	

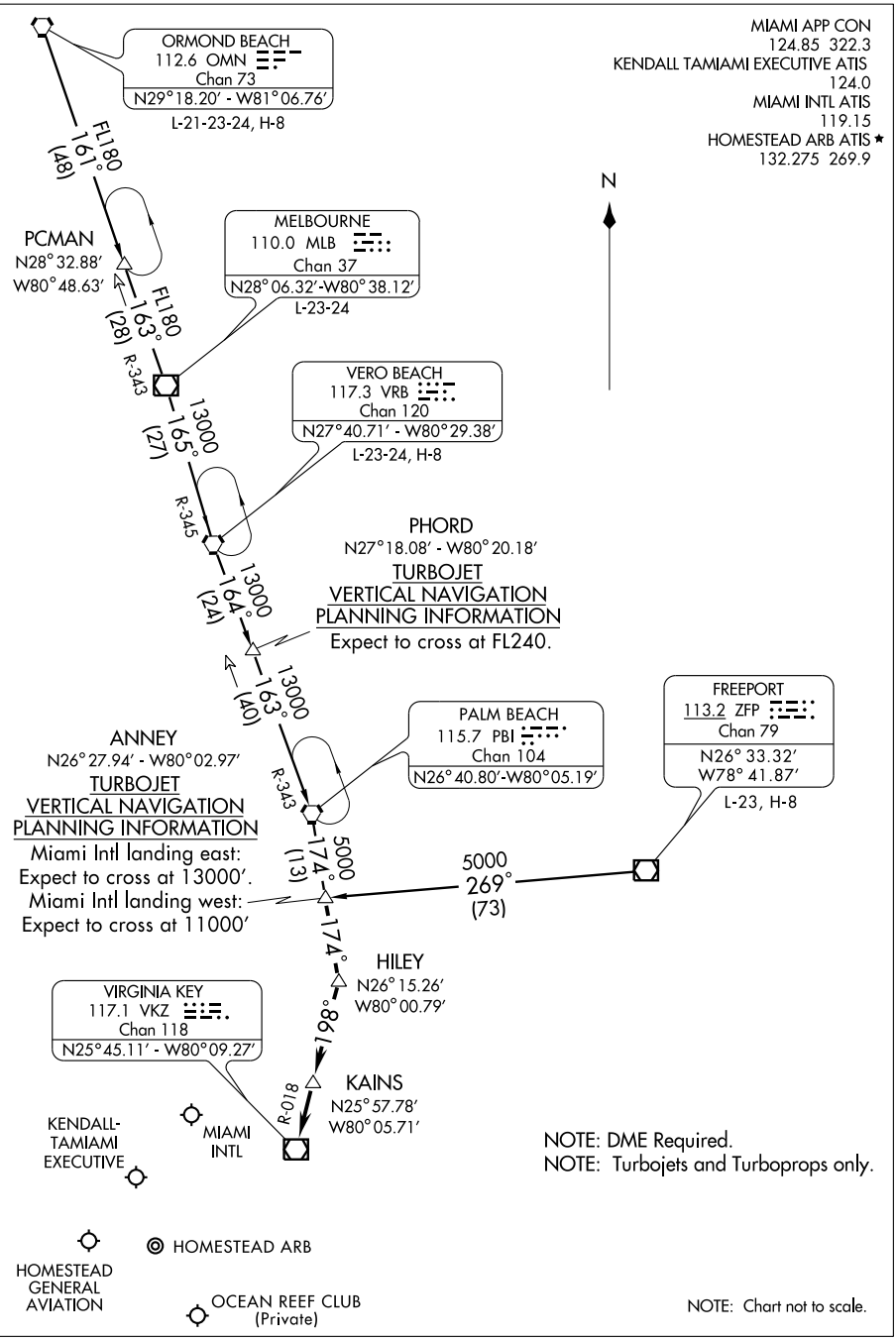
MIRL Rwy 11-29 L

SE-3. 03 JUN 2010 to 01 JUL 2010


AIRPORT DIAGRAM
10078
MIAMI INTL (MIA)
MIAMI, FLORIDA
AL-257 (FAA)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ATIS
ARR 119.15
DEP 133.675
MIAMI TOWER
118.3 256.9
GND CON
121.8 348.6
(RWYS 8L, 8R, 12, 26L, 26R)
127.5 348.6
(RWYS 9, 27, 30)
CLNC DEL
135.35
VAR 5.4°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
80° 19'W
80° 18'W
80° 17'W
80° 16'W
25° 48'N
25° 47'N
Landing 30
Holdbar for 26L
Clearance
Hold
here for
Departure
Landing 26L
Holdbar for
30 Clearance
Corral Area
SEE INSET
RWY 8L-26R
S130, D210,
DT420, DDT850
RWYS 8R-26L, 9-27,12-30
S130, D210, ST175,
DT420, DDT850
NORTHSIDE
FIRE
STATION
FBO
CUSTOMS
&
GAC
FED EX
UPS
8600 X 150
10506 X 200
9354 X 150
13000 X 150
092.8°
272.8°
124.9°
304.9°
ELEV
8
ELEV
7
NORTHEAST
BASE
CENTRAL
BASE
MIDFIELD
FIRE
STATION
HOT 1
HOT 2
HOT 3
REMOTE
TWR
341
CARGO
CITY
WEST CARGO BASE
AA CARGO
AREA
WESTERN
U
EASTERN
U
MIDFIELD
BLAST FENCE
FIELD
ELEV
8
LAHSO
BCN
ASDE-X Surveillance System
in use. Pilots should operate
transponders with Mode C
on all twys and rwys.

ANNEY ONE ARRIVAL

MIAMI, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

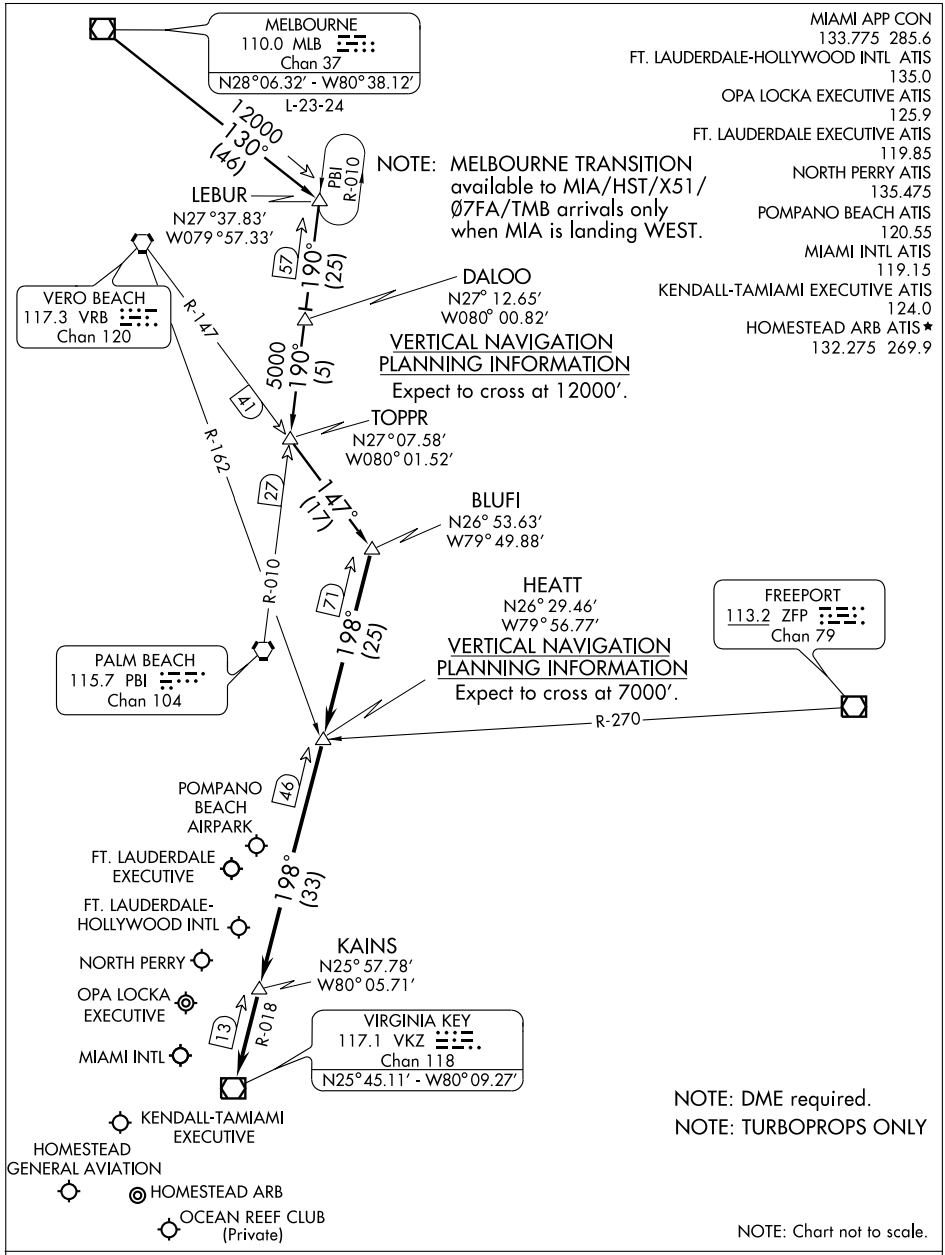
ANNEY ONE ARRIVAL (ANNEY.ANNEY1)

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 03 JUN 2010 to 01 JUL 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

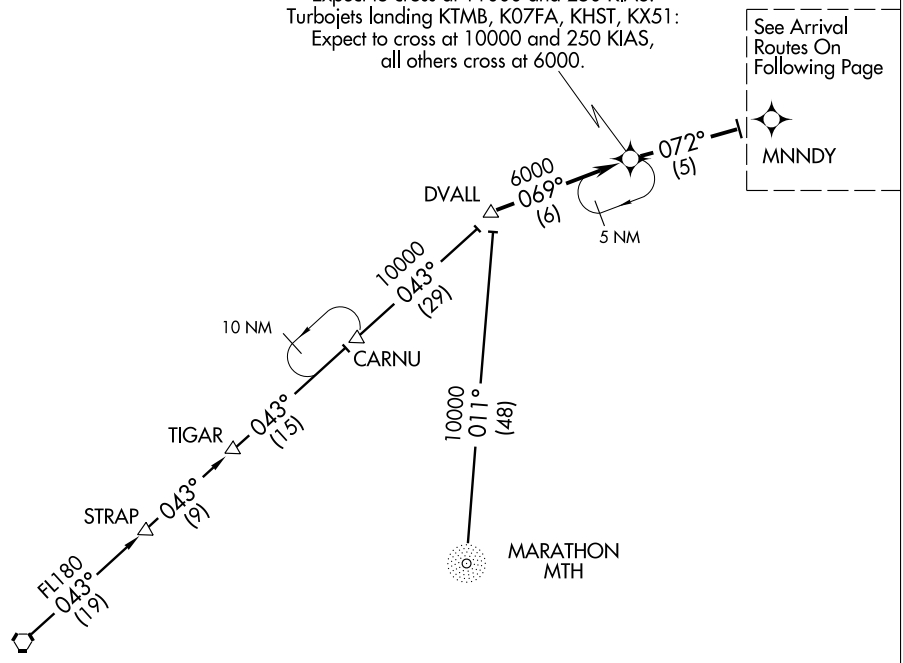
CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.

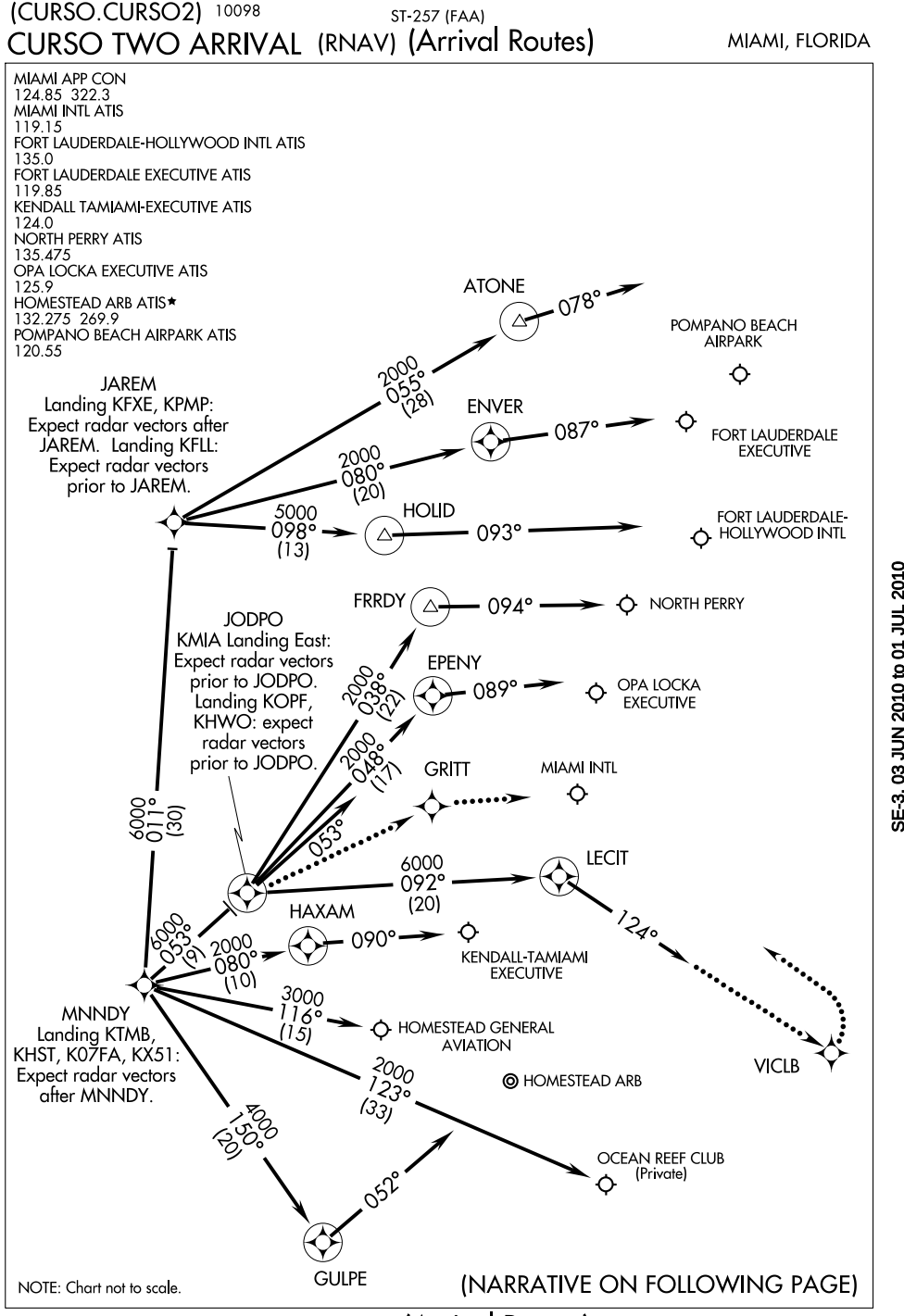


NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

CURSO TWO ARRIVAL (RNAV) (Arrival Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

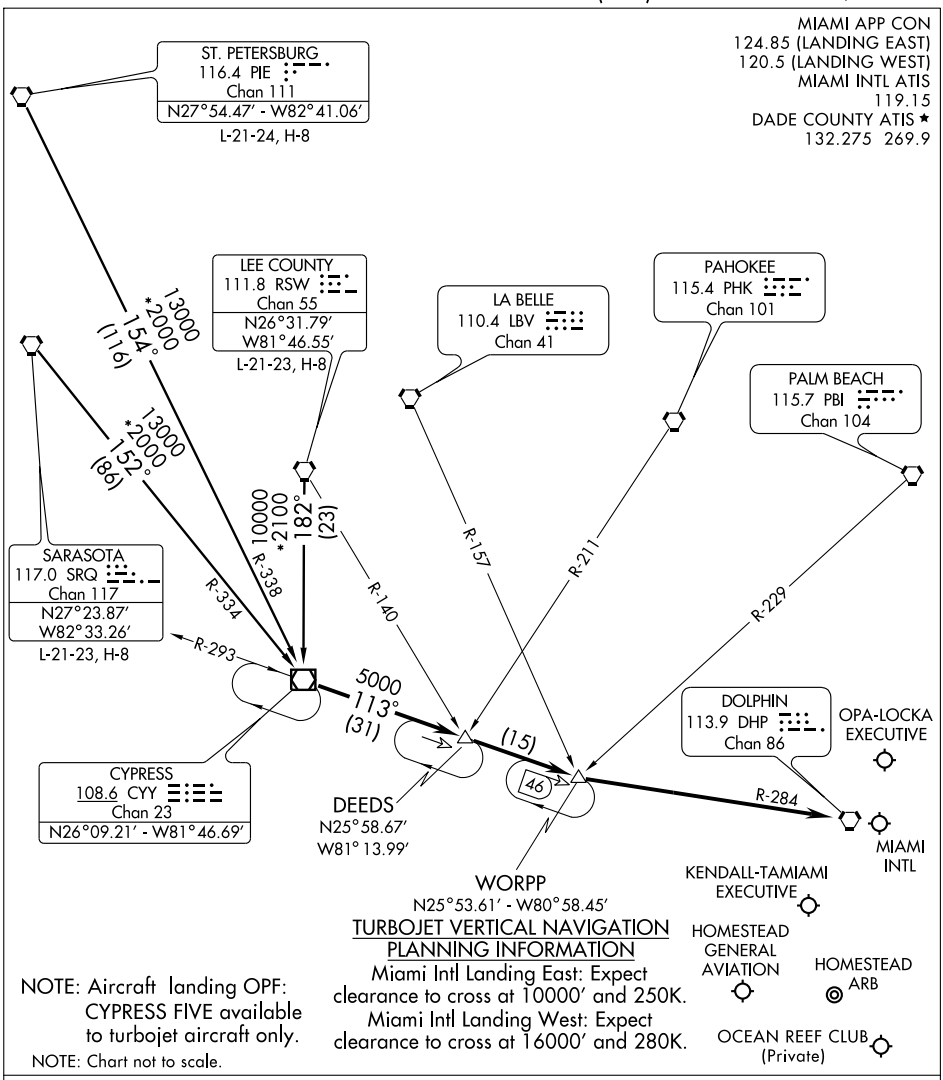
KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

CYPRESS FIVE ARRIVAL

ST-257 (FAA)

MIAMI, FLORIDA



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

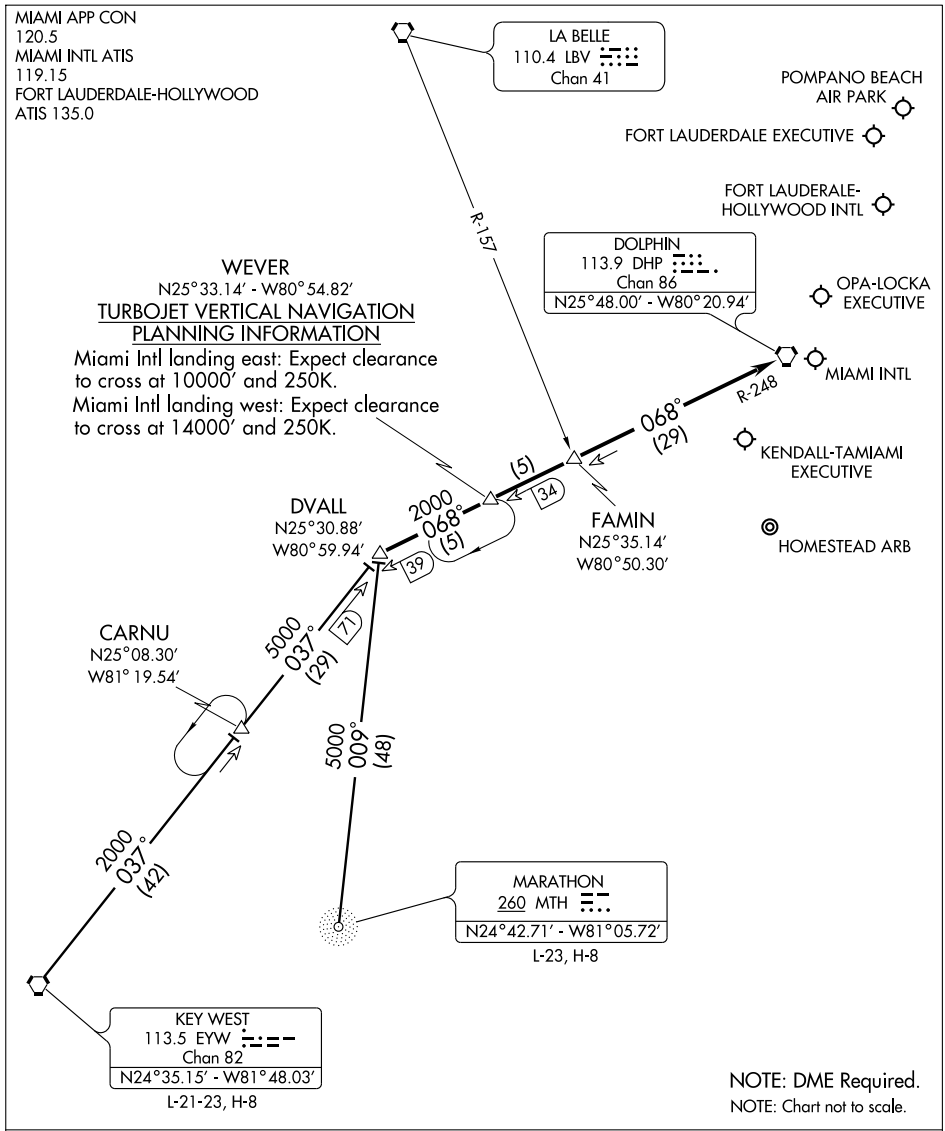
. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 03 JUN 2010 to 01 JUL 2010

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

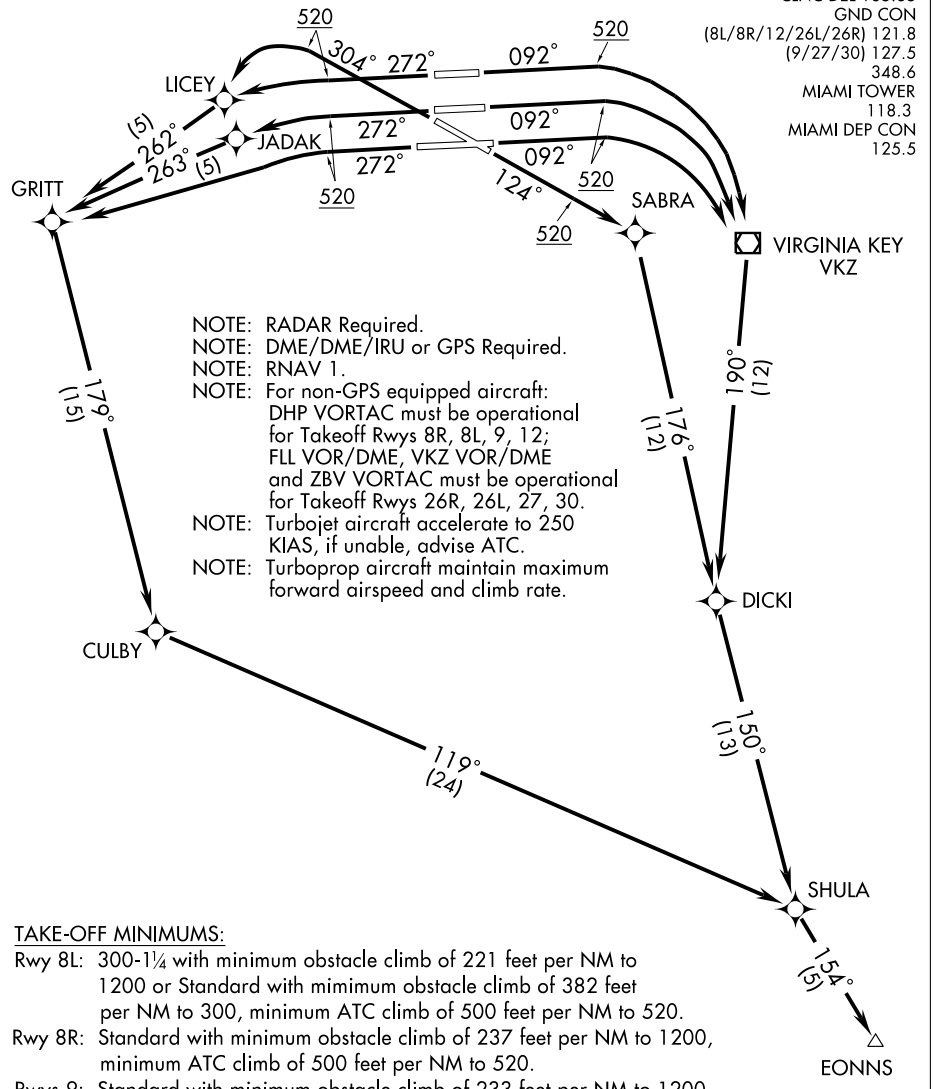
MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

EONNS ONE DEPARTURE (RNAV)

ATIS 133.675
CLNC DEL 135.35
GND CON
(8L/8R/12/26L/26R) 121.8
(9/27/30) 127.5
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
125.5



TAKE-OFF MINIMUMS:

Rwy 8L: 300-1¼ with minimum obstacle climb of 221 feet per NM to 1200 or Standard with mimimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.

Rwy 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 226 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

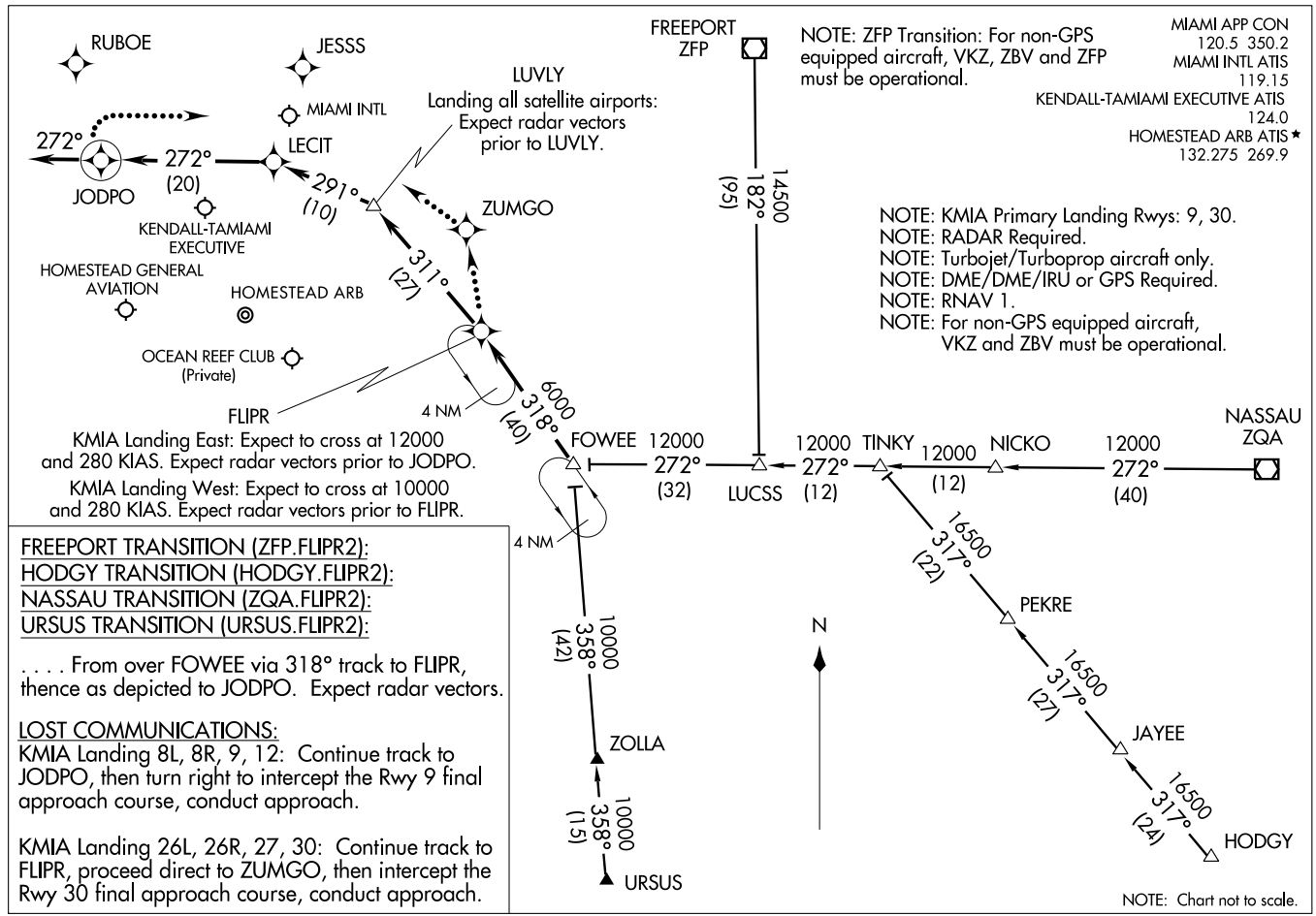
EONNS ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

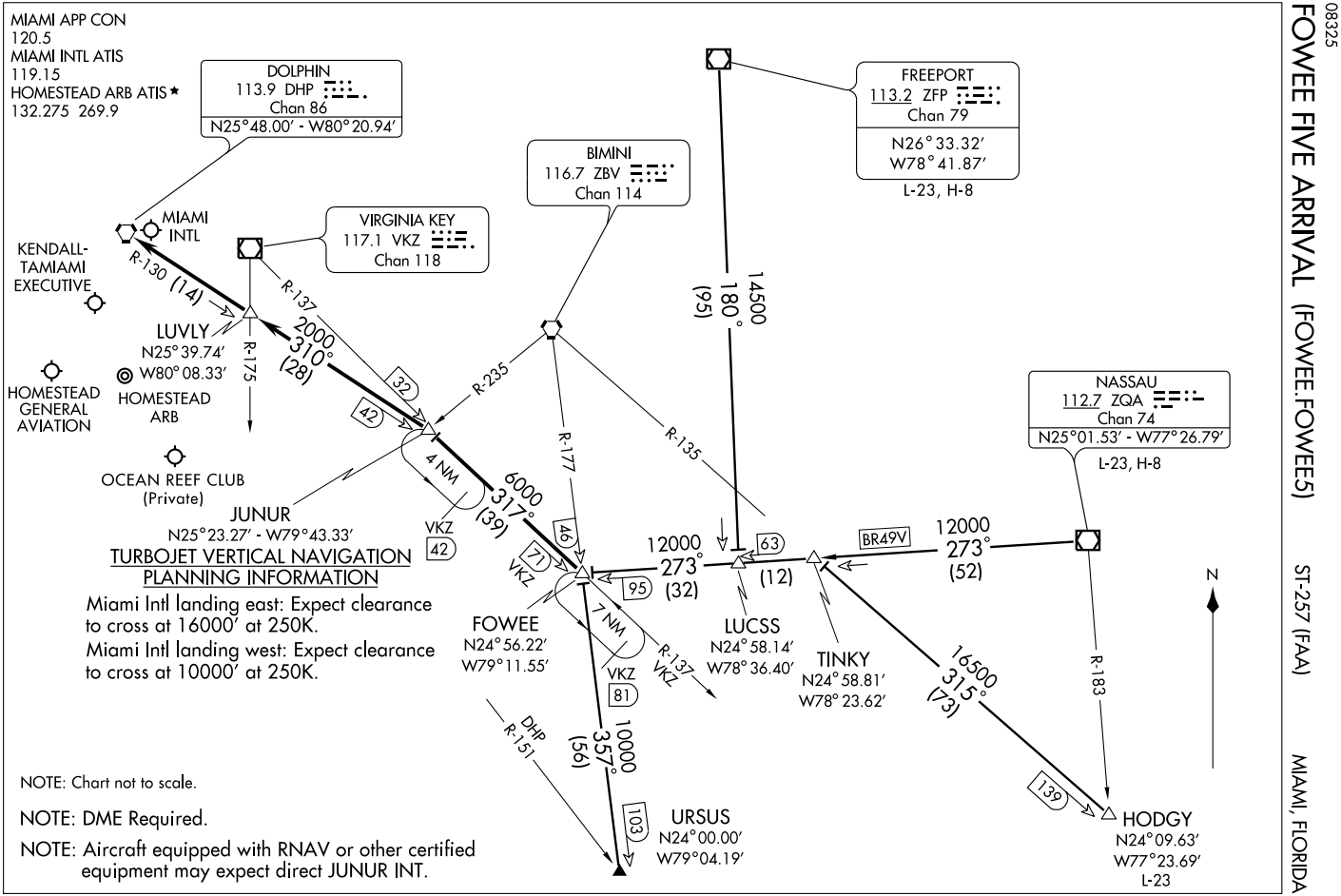
TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to EONNS, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then right turn direct SABRA, then via depicted route to EONNS, thence. . . .
TAKE-OFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence. . . .
TAKE-OFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to EONNS, thence. . . .
TAKE-OFF RUNWAY 27: Climb heading 272° to 520, then left turn direct GRITT, then left turn via track 179° to CULBY, then via depicted route to EONNS, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct LICEY, then via depicted route to EONNS, thence. . . .
. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.
NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.
NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.
NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL
NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.
NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.


FLIPR TWO ARRIVAL (RNAV)
(FLIPR.FLIPR2) 10098
SI-257 (FAA)
MIAMI, FLORIDA
MIAMI APP CON
120.5 350.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9
NOTE: ZFP Transition: For non-GPS equipped aircraft, VKZ, ZBV and ZFP must be operational.
NOTE: KMIA Primary Landing Rwys: 9, 30.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft, VKZ and ZBV must be operational.
RUBOE
JESSS
MIAMI INTL
LECIT
JODPO
272°
272°
(20)
291°
(10)
LUVLY
Landing all satellite airports:
Expect radar vectors prior to LUVLY.
ZUMGO
311°
(27)
KENDALL-TAMIAMI EXECUTIVE
HOMESTEAD GENERAL AVIATION
HOMESTEAD ARB
OCEAN REEF CLUB
(Private)
FLIPR
4 NM
6000
318°
(40)
KMIA Landing East: Expect to cross at 12000 and 280 KIAS. Expect radar vectors prior to JODPO.
KMIA Landing West: Expect to cross at 10000 and 280 KIAS. Expect radar vectors prior to FLIPR.
FREEPORT
ZFP
14500
182°
(95)
FOWEE
12000
272°
(32)
LUCSS
12000
272°
(12)
TINKY
12000
NICKO
12000
272°
(40)
NASSAU
ZQA
4 NM
10000
358°
(42)
ZOLLA
10000
358°
(15)
URSUS
16500
317°
(22)
PEKRE
16500
317°
(27)
JAYEE
16500
317°
(24)
HODGY
N
NOTE: Chart not to scale.
FREEPORT TRANSITION (ZFP.FLIPR2):
HODGY TRANSITION (HODGY.FLIPR2):
NASSAU TRANSITION (ZQA.FLIPR2):
URSUS TRANSITION (URSUS.FLIPR2):
. . . . From over FOWEE via 318° track to FLIPR, thence as depicted to JODPO. Expect radar vectors.
LOST COMMUNICATIONS:
KMIA Landing 8L, 8R, 9, 12: Continue track to JODPO, then turn right to intercept the Rwy 9 final approach course, conduct approach.
KMIA Landing 26L, 26R, 27, 30: Continue track to FLIPR, proceed direct to ZUMGO, then intercept the Rwy 30 final approach course, conduct approach.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Miami Intl landing east: Expect clearance to cross at 16000′ at 250K.

Miami Intl landing west: Expect clearance to cross at 10000′ at 250K.

NOTE: Chart not to scale.

NOTE: DME Required.

NOTE: Aircraft equipped with RNAV or other certified equipment may expect direct JUNUR INT.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

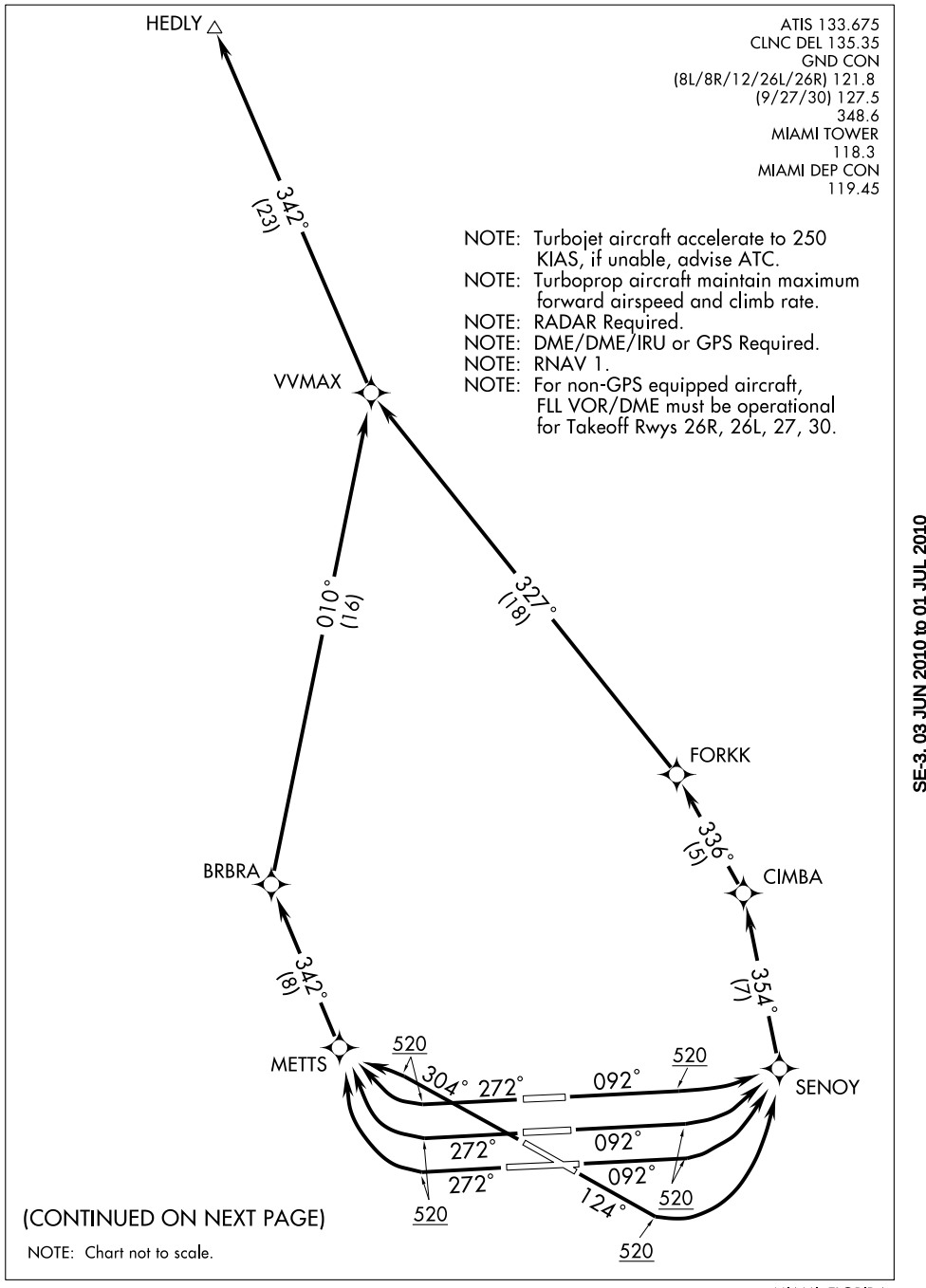
NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .

URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

HEDLY ONE DEPARTURE (RNAV)



(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to HEDLY, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct SENOY, then via depicted route to HEDLY, thence. . . .
TAKE-OFF RUNWAYS 26R, 26L, 27: Climb heading 272° to 520, then right turn direct METTS, then via depicted route to HEDLY, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct METTS, then via depicted route to HEDLY, thence. . . .
. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF MINIMUMS:
Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.
Rwys 8R, 9: Standard with minimum ATC climb of 500 feet per NM to 520.
Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

TAKE-OFF OBSTACLES:
NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.
NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.
NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL.
Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.
NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL.
NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.
NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

FREEPORT TRANSITION (ZFP.HILEY2):
JORAY TRANSITION (JORAY.HILEY2):
ORMOND BEACH TRANSITION (OMN.HILEY2):
. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.
KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN
FL240 166° (48)
14 NM
PCMAN
FL240 166° (28)
MELBOURNE MLB
FL180 168° (27)
165° 345°
VERO BEACH VRB
13000 165° (24)
PHORD
5000 165° (40)
PALM BEACH PBI
5 NM
5000 176° (13)
ANNEY
KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.
5000 176° (13)
6000 229° (11)
BOYUR
HILEY
5000 199° (18)
CIMBA
JESSS
271° RUBOE
271° (31)
255° (6)
243° (5)
KAINS
HOXIL
MIAMI INTL
JODPO
LECIT
KENDALL-TAMIAMI EXECUTIVE
HOMESTEAD ARB
HOMESTEAD GENERAL AVIATION
OCEAN REEF CLUB (Private)

12 NM
JORAY
FL180 200° (74)
OSOGY
FL180 200° (30)
ENVOY
10000 212° (9)
FREEPORT ZFP
YOSSI
10000 274° (50)
10000 242° (7)
063° 243°
10000 243° (9)
MILSY
KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.
NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-MFA	APP CRS	Rwy Idg	10506
110.3	092°	TDZE	8
Chan 40		Apt Elev	8

ILS or LOC RWY 8R

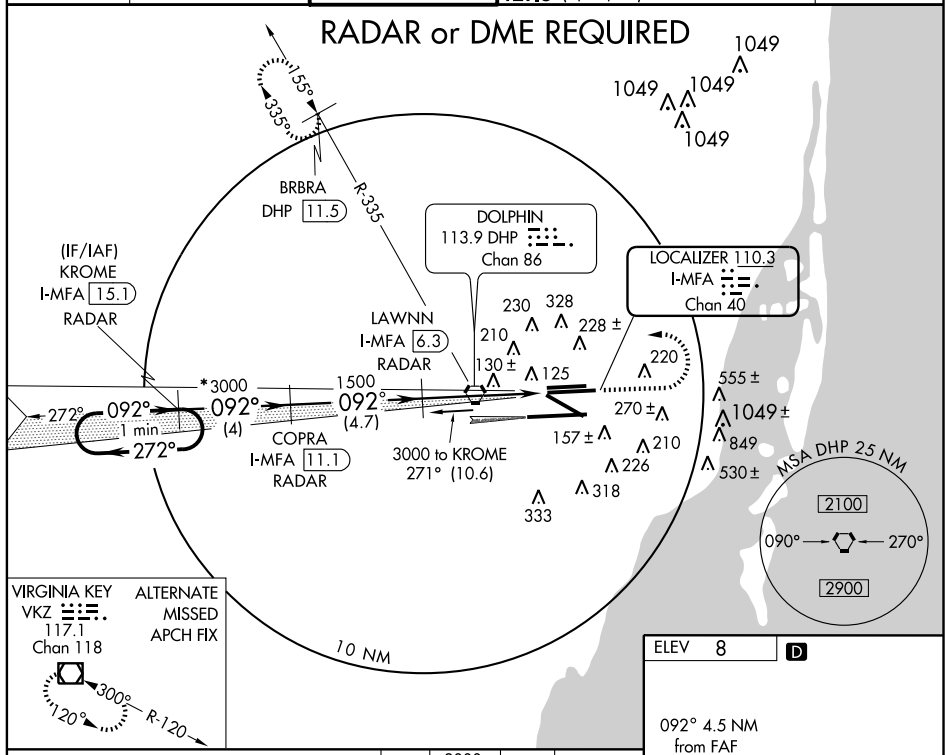
MIAMI INTL (MIA)

Simultaneous approach authorized with Rwy 9.
Autopilot coupled approach not authorized below 500 feet.
DME Required.
S-LOC minima not authorized during simultaneous operations.

MALSR

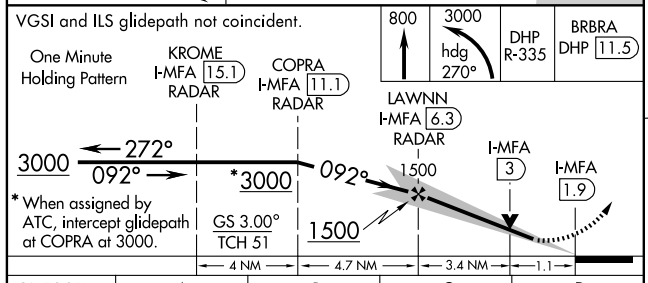
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 270° and DHP R-335 to BRBRA/DHP 11.5 DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 348.6 127.5 (9/27/30)	135.35



VGSI and ILS glidepath not coincident.

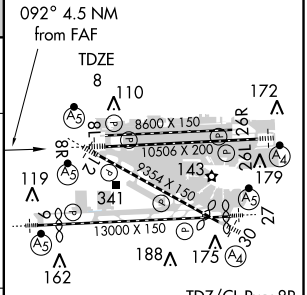
One Minute Holding Pattern



* When assigned by ATC, intercept glidepath at COPRA at 3000.

800	3000 hdg 270°	DHP R-335	BRBRA DHP 11.5

ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 8R	208/18 200 (200-½)			
S-LOC 8R	560/24 552 (600-½)		560/50 552 (600-1)	560/60 552 (600-1¼)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-BUL	APP CRS	Rwy Idg	11397
110.9	092°	TDZE	7
		Apt Elev	8

ILS or LOC RWY 9

MIAMI INTL (MIA)

For inoperative MALSR, increase S-ILS-9 Cat E visibility to RVR 4000, and S-LOC-9 Cat E visibility to 1½. Simultaneous approach authorized with Rwy 8R.
** Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct VKZ VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6 135.35

CAUTION: Lights on highway ¼ mile south of final approach course may be mistaken for runway.

RADAR REQUIRED

DOLPHIN
113.9 DHP
Chan 86

GRITT INT
DHP 7
RADAR

INESS
OM/INT
RADAR

VIRGINIA KEY
117.1 VKZ
Chan 118

LOCALIZER 110.9
I-BUL

LOM
QEEZY
266 TM

MSA DHP 25 NM
2100
090° 270°
2900

10 NM

1500
092°
(5)
272°
194°
221°
MM

1049 1049 1049 1049

230 328 210 228± 125 220 270± 555± 1049± 849 157± 210 318 226 333 530±

1849

*1500 when directed by ATC.

GRITT INT
DHP 7
RADAR
2997

INESS
OM/INT
RADAR
1349

092°
*3000
1500
MM

GS 3.00°
TCH 55

5 NM 3.6 NM 0.4

800 3000 VKZ

ELEV 8 D

110 172 8R 26R 8L 26L 119 143 179 341 27 30 13000 X 150 TDZE 188 175 162 7

8600 X 150
10506 X 200
9554 X 150

092° 4 NM from FAF

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

CATEGORY	A	B	C	D	E
S-ILS 9	** 207/24 200 (200-½)				
S-LOC 9	440/24 433 (500-½)		440/40 433 (500-¾)	440/50 433 (500-1)	
CIRCLING	NA				

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-GEM	APP CRS	Rwy Idg	8579
108.9	124°	TDZE	8
Chan 26		Apt Elev	8

ILS or LOC RWY 12

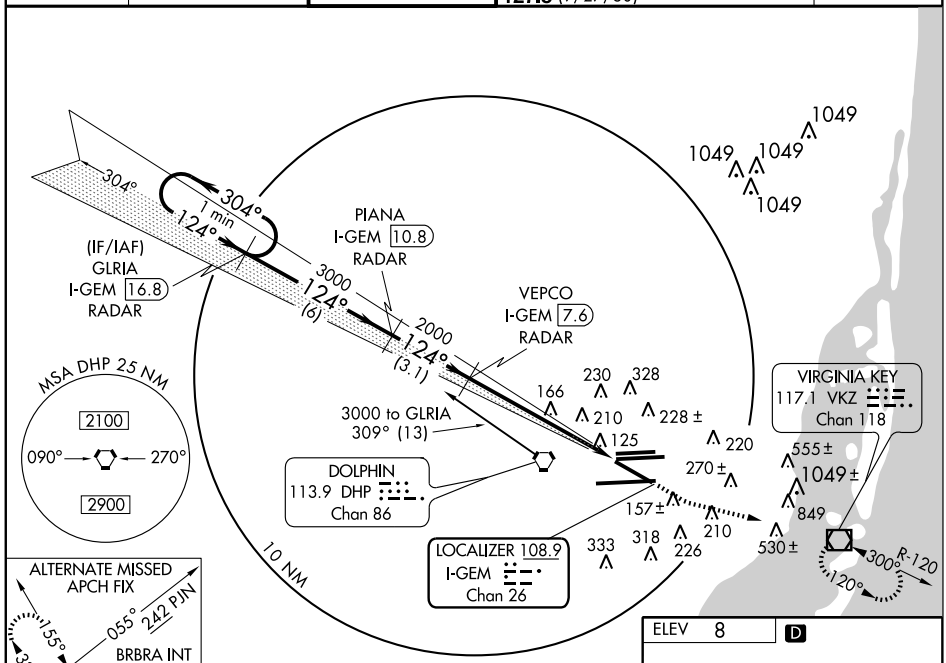
MIAMI INTL (MIA)

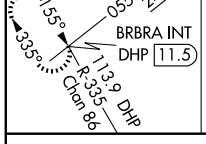
For inoperative MALSR, increase S-ILS 12 all Cats visibility to 1¼, increase S-LOC 12 Cats A and B visibility to RVR 5000.
DME or RADAR Required.
Visibility reduction by helicopters NA.

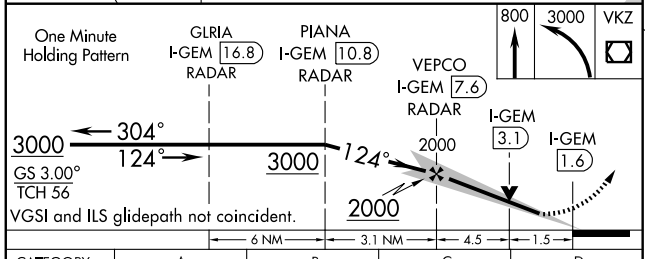
MALSR

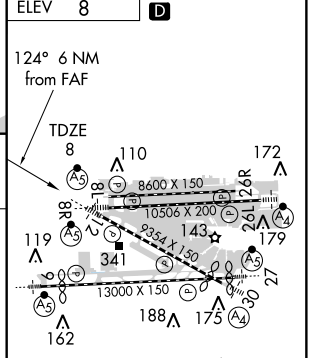
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct VKZ VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35









CATEGORY	A	B	C	D
S-ILS 12	376/40 368 (400-¾)			
S-LOC 12	560/40 552 (600-¾)		560/50 552 (600-1)	560/60 552 (600-1¼)

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-VIN	APP CRS	Rwy Idg 10506
109.1	272°	TDZE 8
Chan 28		Apt Elev 8

ILS or LOC RWY 26L

MIAMI INTL (MIA)

Autopilot coupled approach NA below 385.
Simultaneous approach authorized with Rwy 27.
DME Required.
LOC procedure NA during simultaneous operations.

MALSF

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 290° and DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

RADAR REQUIRED

BRBRA DHP 11.5

R-335

LOCALIZER 109.1 I-VIN Chan 28

DOLPHIN 113.9 DHP Chan 86

CONST I-VIN 4 RADAR

AGLER INT I-VIN 6.6 RADAR

BASHO INT I-VIN 11 RADAR

ZILBI INT I-VIN 16.9 RADAR

(IF)

272° (4.4)

272° (5.9)

092°

R-339

R-044

R-071

VIRGINIA KEY 117.1 VKZ Chan 118

MSA DHP 25 NM
2100
090° 270°
2900

10 NM

ALTERNATE MISSED APCH FIX
266 TM 098° 117.1 VKZ Chan 118
278° R-278
183°
CICIV INT VKZ 19

ELEV 8 D

272° 4.8 NM from FAF

TDZE 8

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

800 | 2000 hdg 290° | DHP R-335 | BRBRA DHP 11.5

VGSI and ILS glidepath not coincident.

*LOC Only

I-VIN 1.9

I-VIN 3.1

CONST I-VIN 4 RADAR

AGLER INT I-VIN 6.6 RADAR

BASHO INT I-VIN 11 RADAR

ZILBI INT I-VIN 16.9 RADAR

720*

1600

272° 3000

272° 3000

GS 3.00°
TCH 58

1.2 | 0.9 | 2.7 NM | 4.4 NM | 5.9 NM

CATEGORY	A	B	C	D
S-ILS 26L	208/40 200 (200-¾)			
S-LOC 26L	720/40 712 (800-¾)		720-2 712 (800-2)	720-2¼ 712 (800-2¼)
CONST FIX MINIMUMS				
S-LOC 26L	460/40 452 (500-¾)		460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-MIA	APP CRS	Rwy Idg	12747
109.5	272°	TDZE	8
		Apt Elev	8

ILS or LOC RWY 27

MIAMI INTL (MIA)

For inoperative MALSR, increase S-ILS 27 Cat. E visibility ¼ mile and S-LOC 27 Cat. E visibility ½ mile. Simultaneous approach authorized with Rwy 26L. S-LOC minima not authorized during simultaneous operation.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct DHP VORTAC and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35

ALTERNATE MISSED APCH FIX

266 TM, 098°, 117.1 VKZ Chan 118, 278°, R-278, 183°, CICIV INT VKZ 19

RADAR REQUIRED

LOCALIZER 109.5 I-MIA

CHHAZ INT RADAR

SARCO INT RADAR

HENDN INT RADAR (IF)

DOLPHIN 113.9 DHP Chan 86

VIRGINIA KEY 117.1 VKZ Chan 118

10 NM

MSA DHP 25 NM: 2100; 090° – 270°; 2900

ELEV 8 D

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

272° 4.8 NM from FAF

600 | 3000 | DHP 113.9

VGSI and ILS glidepath not coincident.

CHHAZ INT RADAR 1600 272° 3000* 1600

SARCO INT RADAR 272° 3000

HENDN INT RADAR 3000

GS 3.00° TCH 55

*When assigned by ATC, intercept glidepath at SARCO at 3000.

4.8 NM | 4.5 NM | 4.8 NM

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D	E
S-ILS 27	208/24 200 (200-½)				
S-LOC 27	560/24 552 (600-½)		560/50 552 (600-1)	560/60 552 (600-1¼)	560-1½ 552 (600-1½)

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-DCX	APP CRS	Rwy Idg	7911
111.7	304°	TDZE	8
Chan 54		Apt Elev	8

ILS or LOC RWY 30

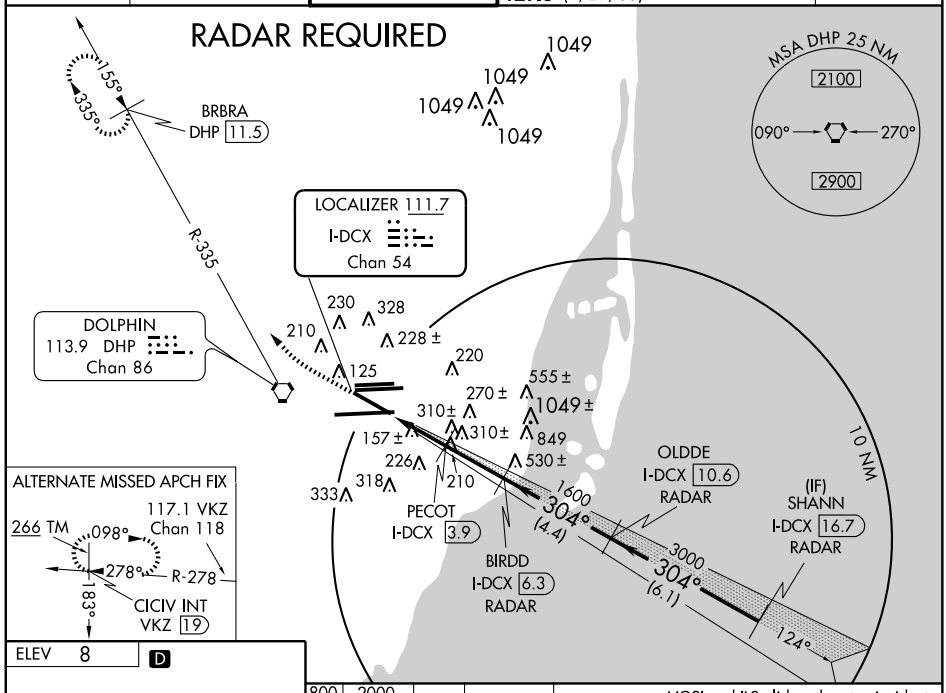
MIAMI INTL (MIA)

▼ Inoperative table does not apply to S-LOC 30 Cats B and C.
▲ Inoperative table does not apply to PECOT
FIX minimums S-LOC 30 Cat C. DME Required.

MALS

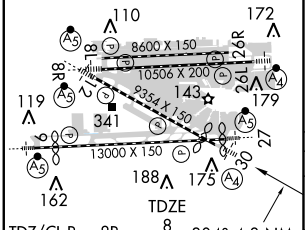
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 310° and DHP R-335 to BRBRA/11.5 DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35



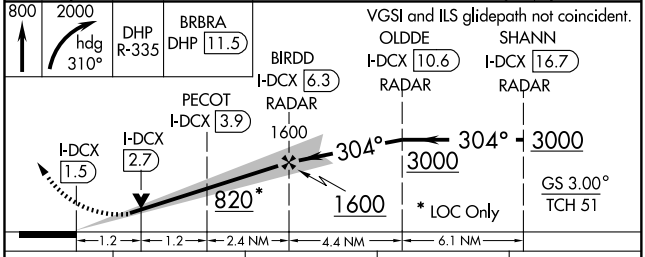
ALTERNATE MISSED APCH FIX
117.1 VKZ
Chan 118
266 TM
098°
278°
R-278
183°
CICIV INT
VKZ 19

ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

304° 4.8 NM from FAF



CATEGORY	A	B	C	D
S-ILS 30	220/40 212 (300-¾)			
S-LOC 30	820/40 812 (900-¾)	820/60 812 (900-1¼)	820-2½ 812 (900-2½)	820-2¾ 812 (900-2¾)
PECOT FIX MINIMUMS				
S-LOC 30	460/40 452 (500-¾)		460/60 452 (500-1¼)	460-1½ 452 (500-1½)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-ROY	APP CRS	Rwy ldg	8600
109.3	092°	TDZE	8
Chan 30		Apt Elev	8

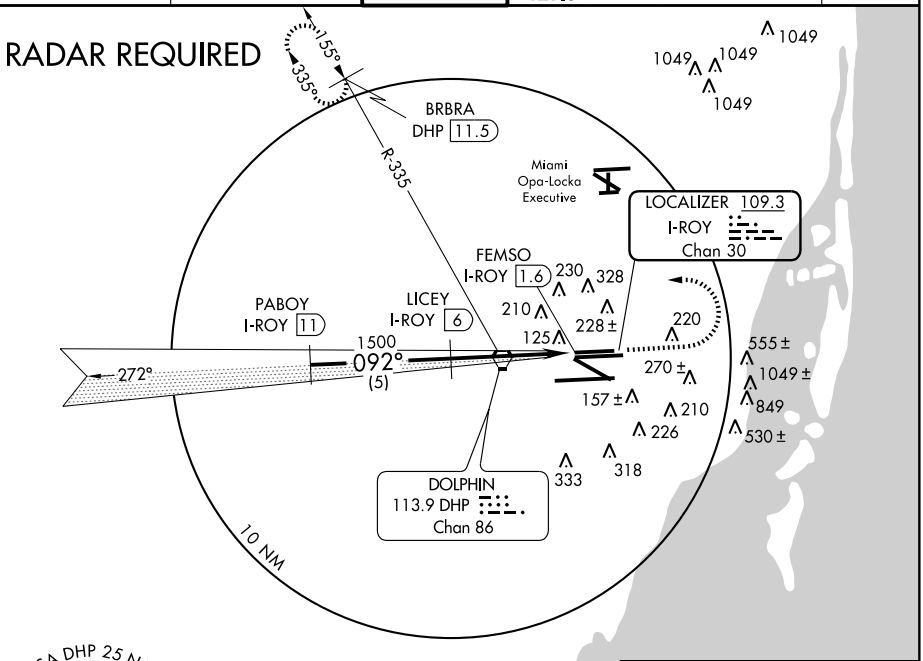
LOC/DME RWY 8L

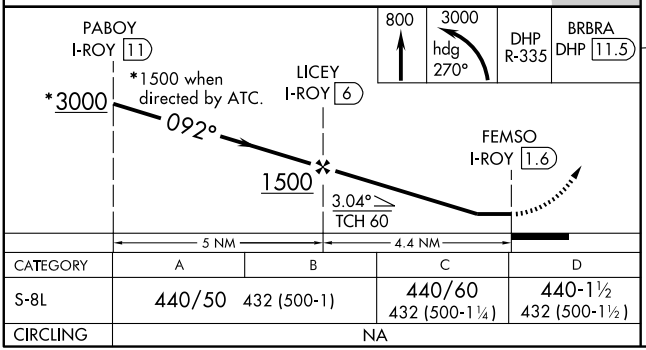
MIAMI INTL (MIA)

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 270° and DHP R-335 to BRBRA/11.5 DME and hold.

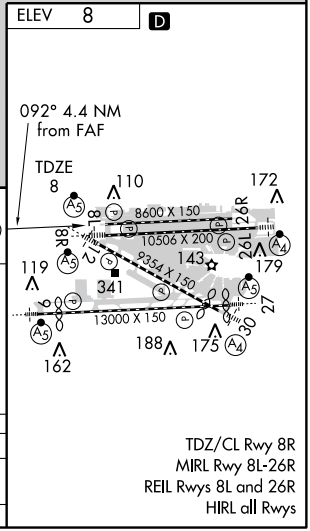
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35

RADAR REQUIRED





CATEGORY	A	B	C	D
S-8L	440/50	432 (500-1)	440/60 432 (500-1¼)	440-1½ 432 (500-1½)
CIRCLING	NA			



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-CNV	APP CRS	Rwy ldg	8600
109.3	272°	TDZE	8
Chan 30		Apt Elev	8

LOC/DME RWY 26R

MIAMI INTL (MIA)

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 290° and DHP R-335 to BRBRA/11.5 DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35

RADAR REQUIRED

BRBRA
DHP 11.5

LOCALIZER 109.3
I-CNV
Chan 30

Miami
Opa-Locka
Executive

ARIYA
I-CNV 1.6

JODAX
I-CNV 6

HINKU
I-CNV 11

DOLPHIN
113.9 DHP
Chan 86

10 NM

MSA DHP 25 NM
2100
090° 270°
2900

ELEV 8 D

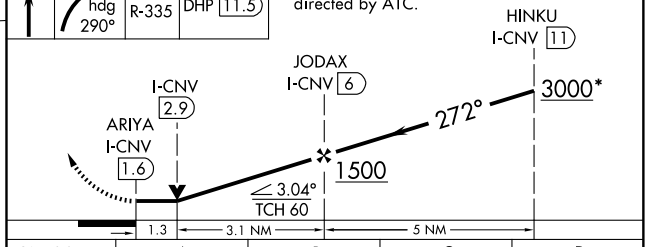
272° 4.4 NM from FAF

TDZE 8

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

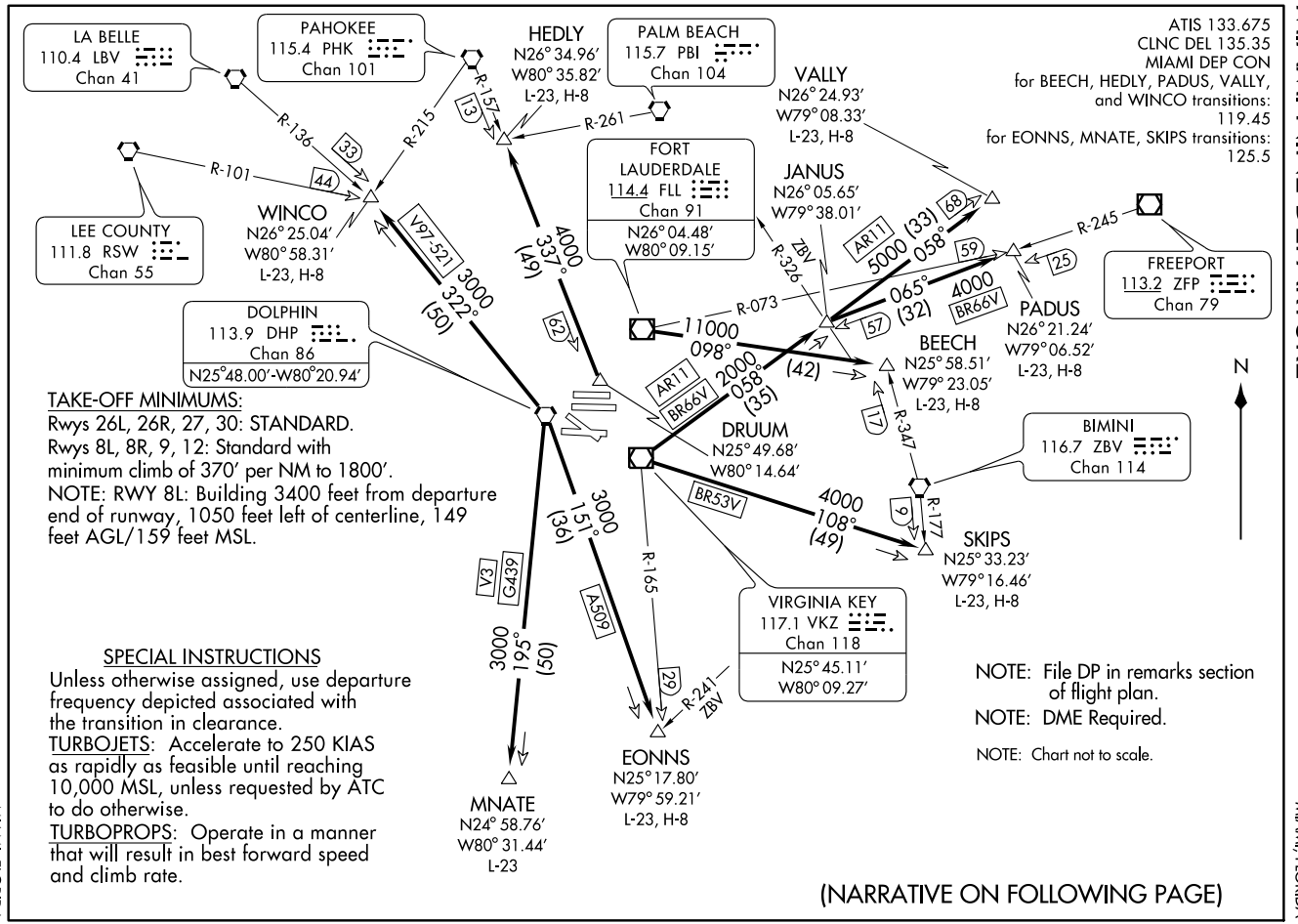
800	2000 hdg 290°	DHP R-335	BRBRA DHP 11.5

*1500 when directed by ATC.



CATEGORY	A	B	C	D
S-26R	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	NA			

SE-3. 03 JUN 2010 to 01 JUL 2010



(MIA9.MIA) 10098

MIAMI NINE DEPARTURE

SID-257 (FAA)

MIAMI INTL (MIA)

MIAMI, FLORIDA

MIAMI NINE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

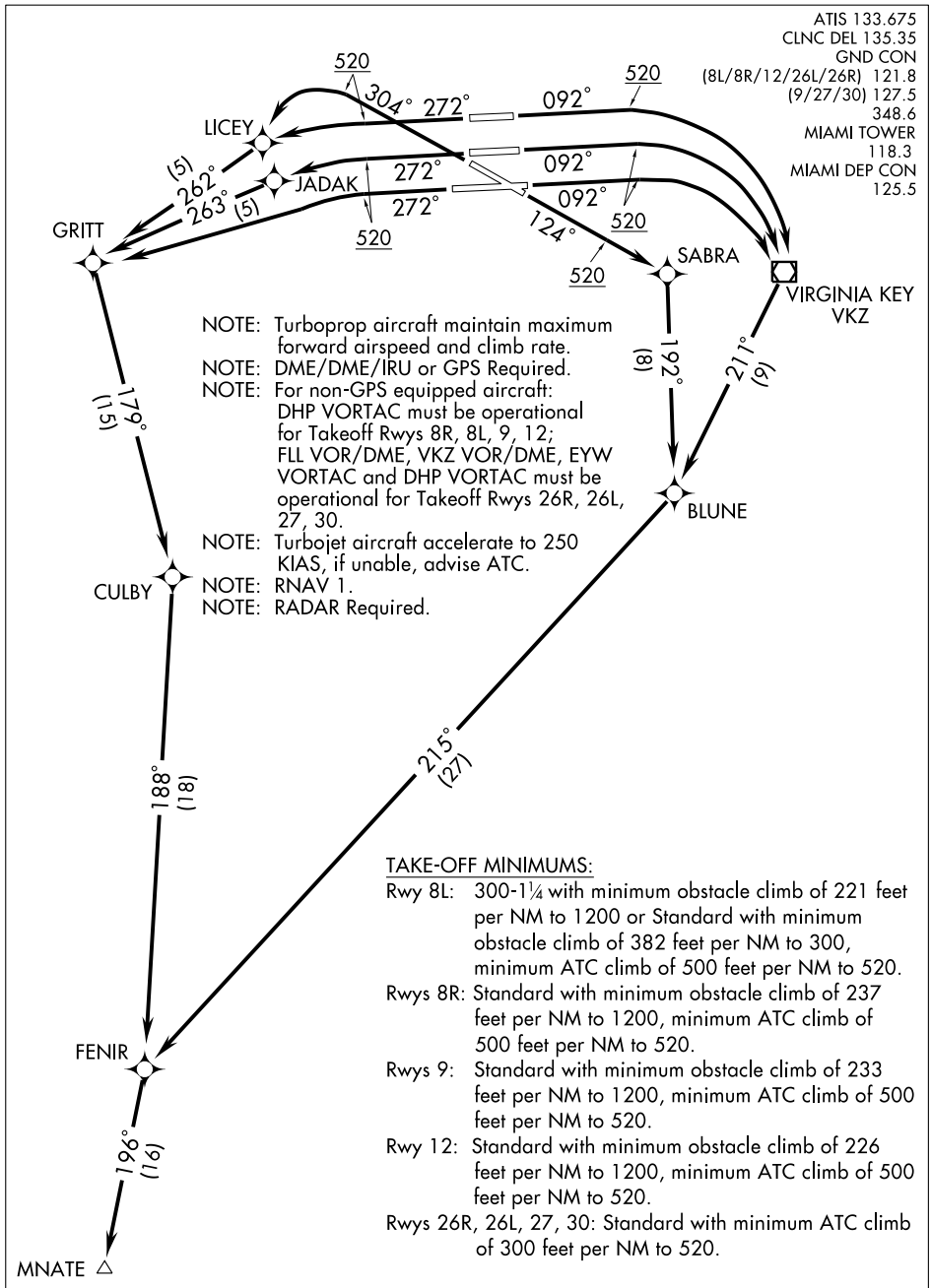
TAKE-OFF ALL RUNWAYS: Climb on heading as assigned by ATC.
NOTE: Rwy 26L, 26R, 30: If assigned left turn climb runway heading to 600' before left turn.
NOTE: Rwy 27: If assigned right turn climb runway heading to 600' before right turn.
ALL aircraft maintain 5000 feet or assigned lower altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure. Unless otherwise assigned, departure frequency for North transitions (WINCO, HEDLY, VALLY, PADUS and BEECH) use 119.45, South transitions (SKIPS, EONNS, and MNATE) use 125.5.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK R-157 to HEDLY INT. Thence as filed.
MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed.
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.
VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

MNATE ONE DEPARTURE (RNAV)

MIAMI INTL (MIA)
MIAMI, FLORIDA

ATIS 133.675
CLNC DEL 135.35
GND CON
(8L/8R/12/26L/26R) 121.8
(9/27/30) 127.5
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
125.5



TAKE-OFF MINIMUMS:

Rwy 8L: 300-1¼ with minimum obstacle climb of 221 feet per NM to 1200 or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.

Rwys 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 226 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

MNATE ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L, 8R, 9: Climb heading 092° to 520', then right turn direct VKZ VOR/DME, then via depicted route to MNATE, thence. . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520', then direct SABRA, then via depicted route to MNATE, thence. . . .

TAKE-OFF RUNWAY 26R: Climb heading 272° to 520', then direct LICEY, then via depicted route to MNATE, thence. . . .

TAKE-OFF RUNWAY 26L: Climb heading 272° to 520', then left turn direct JADAK, then via depicted route to MNATE, thence. . . .

TAKE-OFF RUNWAY 27: Climb heading 272° to 520', then left turn direct GRITT, then via depicted route to MNATE, thence. . . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520', then left turn direct LICEY, then via depicted route to MNATE, thence. . . .

. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.

NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' left of centerline, up to 85' AGL/98' MSL.

NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.

NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.

NOTE: Rwy 26R, Tower, building, multiple light poles and trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.

NOTE: Rwy 26L, Tower and multiple trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.

NOTE: Rwy 27, Railroad, tree, and multiple light poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.

NOTE: Rwy 30, Pole, multiple towers and trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

SE-3, 03 JUN 2010 to 01 JUL 2010

ATIS 133.675
CLNC DEL 135.35
GND CON
121.8 (8L/8R/12/26L/26R)
127.5 (9/27/30)
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
119.45

TAKE-OFF MINIMUMS:

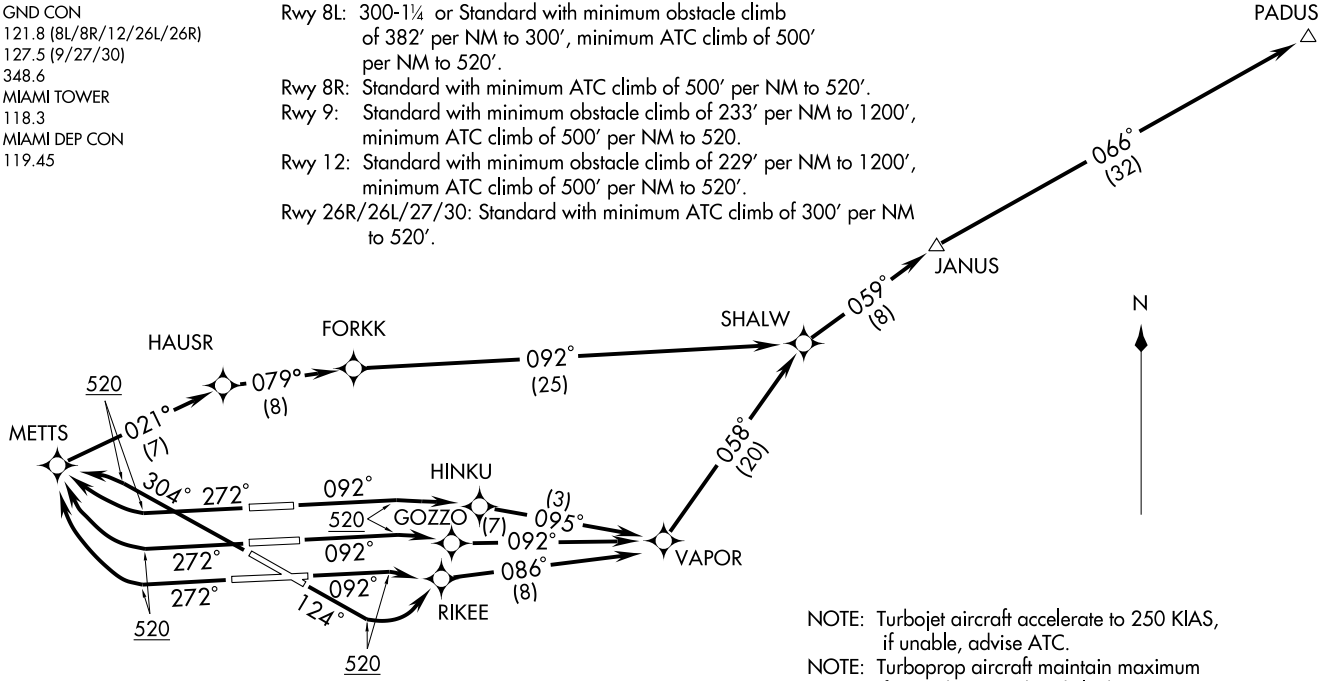
Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382′ per NM to 300′, minimum ATC climb of 500′ per NM to 520′.

Rwy 8R: Standard with minimum ATC climb of 500′ per NM to 520′.

Rwy 9: Standard with minimum obstacle climb of 233′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 229′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.

Rwy 26R/26L/27/30: Standard with minimum ATC climb of 300′ per NM to 520′.



NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Chart not to scale.

(CONTINUED ON NEXT PAGE)

PADUS ONE DEPARTURE (RNAV)

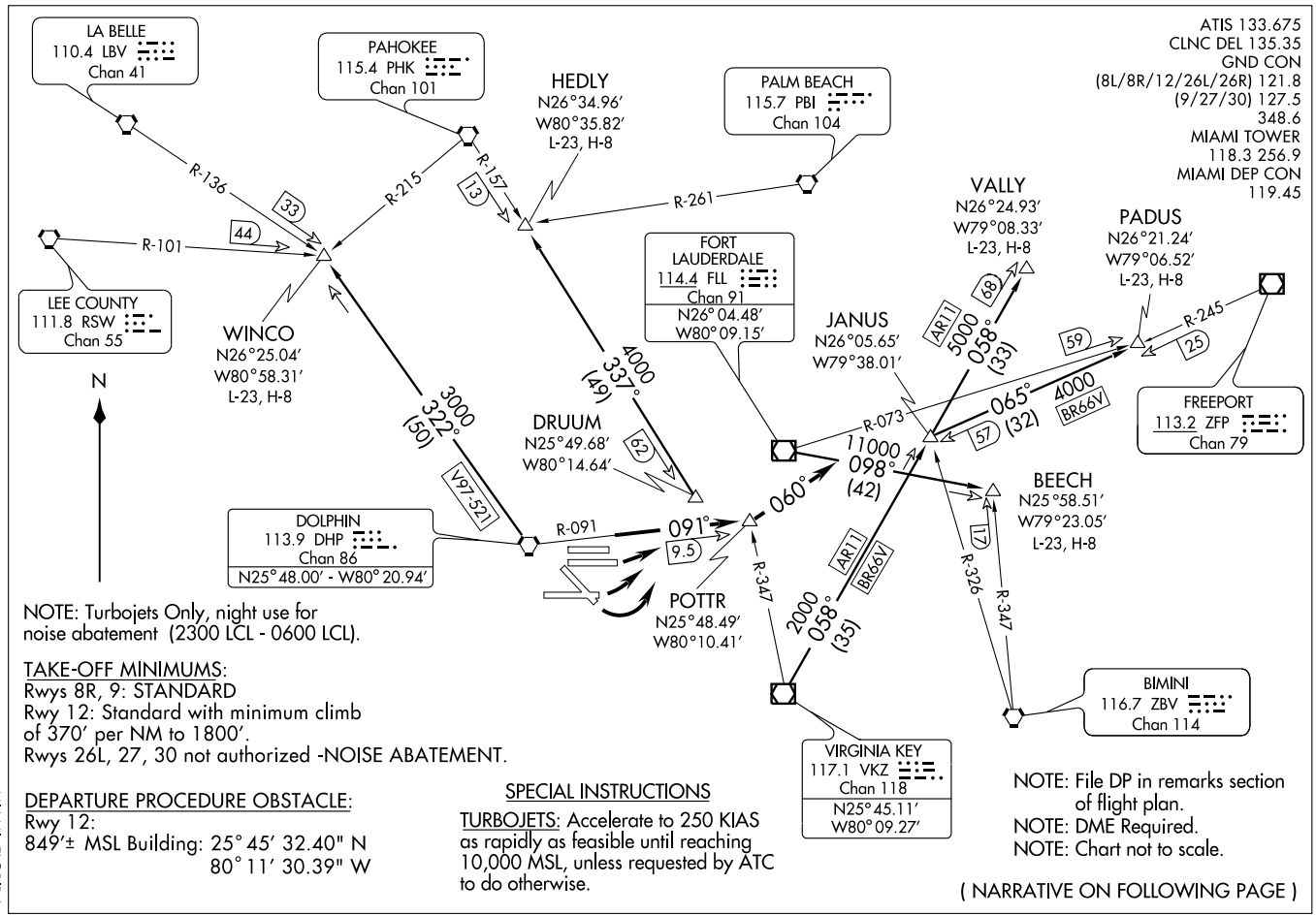
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L: Climb heading 092° to 520', then right turn direct HINKU, then via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 8R: Climb heading 092° to 520', then right turn direct GOZZO, then via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 9: Climb heading 092° to 520', then right turn direct RIKEE, then via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520', then left turn direct RIKEE, them via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 26L, 26R, 27: Climb heading 272° to 520', then right turn direct METTS, then via depicted route to PADUS, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520', then left turn direct METTS, then via depicted route to PADUS, thence. . . .
. . . . Maintain 5000' or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391' from DER, 1024' left of centerline, 160' AGL/172' MSL. Glideslope antenna 804' from DER, 501' right of centerline, 32' AGL/46' MSL. Multiple towers and bldgs beginning 1350' from DER, 691' left of centerline, up to 150' AGL/164' MSL.
NOTE: Rwy 8R, Tree 4064' from DER, 959' right of centerline, 98' AGL/112' MSL. Antenna and multiple trees beginning 2719' from DER, 194' left of centerline, up to 85' AGL/98' MSL.
NOTE: Rwy 9, Light 1232' from DER, 785' left of centerline, 39' AGL/48' MSL. Windsock 22' from DER, 438' right of centerline, 21' AGL/30' MSL.
NOTE: Rwy 12, Railroad beginning 4' from DER, 356' right of centerline, 23' AGL/28' MSL. Building and tree beginning 1064' from DER, 118' right of centerline, up to 94' AGL/108' MSL. Windsock 681' from DER, 345' left of centerline, 21' AGL/30' MSL.
NOTE: Rwy 26R, Tower, building, multiple light poles and trees beginning 741' from DER, 1' right of centerline, up to 66' AGL/80' MSL. Pole, bldg, and tower beginning 255' from DER, 5' left of centerline, up to 34' AGL/48' MSL.
NOTE: Rwy 26L, Tower and multiple trees beginning 1306' from DER, 638' right of centerline, up to 63' AGL/77' MSL. Tree and light pole beginning 1773' from DER, 568' left of centerline, up to 61' AGL/75' MSL.
NOTE: Rwy 27, Railroad, tree, and multiple light poles beginning 750' from DER, 94' left of centerline, up to 62' AGL/76' MSL.
NOTE: Rwy 30, Pole, multiple towers and trees beginning 1414' from DER, 189' right of centerline, up to 120' AGL/125' MSL. Tree 2058' from DER, 785' left of centerline, 52' AGL/66' MSL.

SE-3, 03 JUN 2010 to 01 JUL 2010


LA BELLE
110.4 LBV
Chan 41
PAHOKEE
115.4 PHK
Chan 101
HEDLY
N26°34.96′
W80°35.82′
L-23, H-8
PALM BEACH
115.7 PBI
Chan 104
ATIS 133.675
CLNC DEL 135.35
GND CON
(8L/8R/12/26L/26R) 121.8
(9/27/30) 127.5
348.6
MIAMI TOWER
118.3 256.9
MIAMI DEP CON
119.45
(POTTR3.POTTR) 10098
POTTR THREE DEPARTURE
SL-257 (FAA)
R-136
R-215
R-157
R-261
R-101
33
44
13
VALLY
N26°24.93′
W79°08.33′
L-23, H-8
PADUS
N26°21.24′
W79°06.52′
L-23, H-8
FORT LAUDERDALE
114.4 FLL
Chan 91
N26° 04.48′
W80° 09.15′
LEE COUNTY
111.8 RSW
Chan 55
WINCO
N26°25.04′
W80°58.31′
L-23, H-8
JANUS
N26°05.65′
W79°38.01′
AR1
68
5000
058°
(33)
59
R-245
25
FREEPORT
113.2 ZFP
Chan 79
4000
337°
(49)
3000
322°
(50)
DRUMM
N25°49.68′
W80°14.64′
62
R-073
065°
(32)
4000
BR66V
57
11000
098°
(42)
BEECH
N25°58.51′
W79°23.05′
L-23, H-8
V97-521
060°
091°
9.5
R-091
DOLPHIN
113.9 DHP
Chan 86
N25° 48.00′ - W80° 20.94′
AR1
BR66V
17
R-326
R-347
R-347
POTTR
N25°48.49′
W80°10.41′
2000
058°
(35)
BIMINI
116.7 ZBV
Chan 114
VIRGINIA KEY
117.1 VKZ
Chan 118
N25°45.11′
W80° 09.27′
N
NOTE: Turbojets Only, night use for
noise abatement (2300 LCL - 0600 LCL).
TAKE-OFF MINIMUMS:
Rwys 8R, 9: STANDARD
Rwy 12: Standard with minimum climb
of 370′ per NM to 1800′.
Rwys 26L, 27, 30 not authorized -NOISE ABATEMENT.
DEPARTURE PROCEDURE OBSTACLE:
Rwy 12:
849′± MSL Building: 25° 45′ 32.40" N
80° 11′ 30.39" W
SPECIAL INSTRUCTIONS
TURBOJETS: Accelerate to 250 KIAS
as rapidly as feasible until reaching
10,000 MSL, unless requested by ATC
to do otherwise.
NOTE: File DP in remarks section
of flight plan.
NOTE: DME Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)
MIAMI INTL (MIA)
MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8R: Intercept DHP VORTAC R-091 to POTTR INT. Thence....
TAKE-OFF RUNWAYS 9 and 12: Turn left to intercept DHP VORTAC R-091 to POTTR INT. Thence....
.... turn left heading 060°. Expect radar vectors to appropriate transition. All aircraft maintain 5000′ or assigned lower altitude. Expect further clearance to filed altitude ten (10) minutes after departure. Unless otherwise assigned, departure frequency for BEECH, HEDLY, PADUS, VALLY and WINCO transitions use 119.45.

BEECH TRANSITION (POTTR3.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
HEDLY TRANSITION (POTTR3.HEDLY): From over DRUUM DME FIX via PHK VORTAC R-157 to HEDLY INT. Thence as filed.
PADUS TRANSITION (POTTR3.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP VOR/DME R-245 to PADUS DME FIX. Thence as filed.
VALLY TRANSITION (POTTR3.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (POTTR3.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

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WAAS CH 42703 W08A	APP CRS 092°	Rwy Idg 8600 TDZE 8 Apt Elev 8

RNAV (GPS) RWY 8L

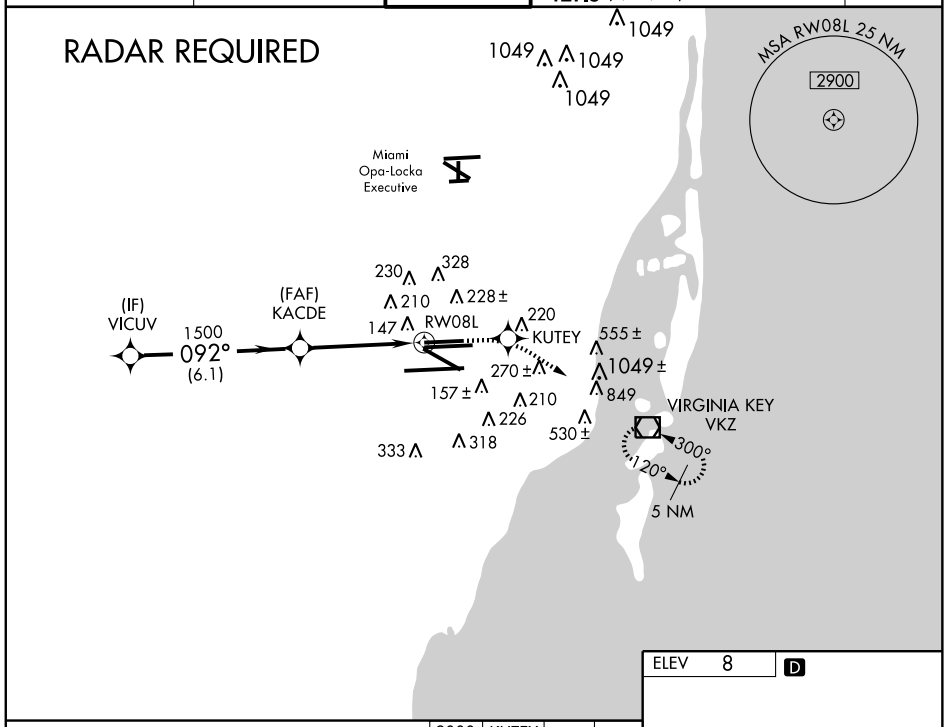
MIAMI INTL (MIA)

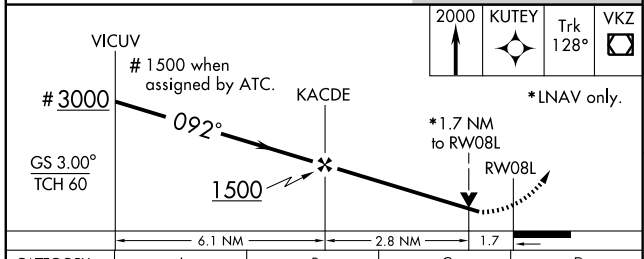
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct KUTEY and via 128° track to VIRGINIA KEY VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

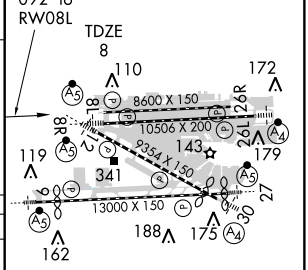
RADAR REQUIRED





CATEGORY	A	B	C	D
LPV DA	306-1	298 (300-1)		
LNAV/VNAV DA	530-1¾	522 (600-1¾)		
LNAV MDA	600-1 592 (600-1)		600-1½ 592 (600-1½)	600-1¾ 592 (600-1¾)
CIRCLING	NA			

ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	11397
092°	TDZE	7
	Apt Elev	8

RNAV (GPS) RWY 9

MIAMI INTL (MIA)

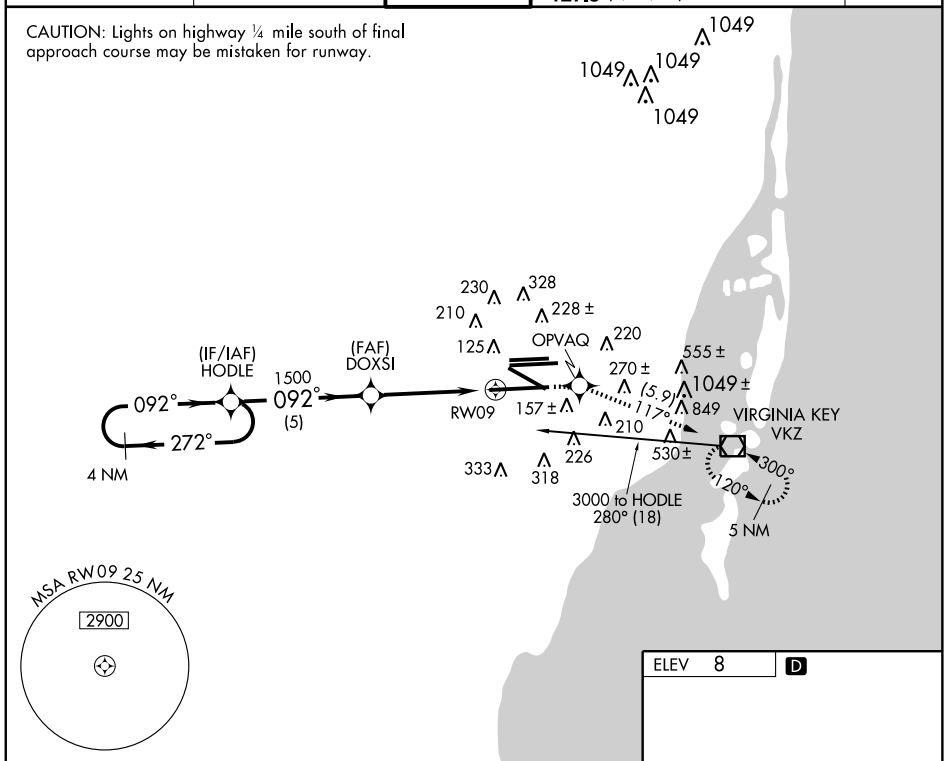
T A NA W — Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

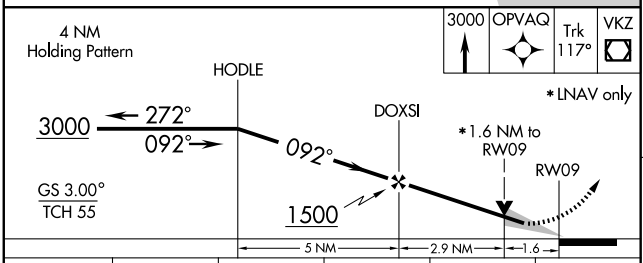
MALSR

MISSED APPROACH: Climb to 3000 direct OPVAQ WP and 117° track to VKZ VOR/DME and hold.

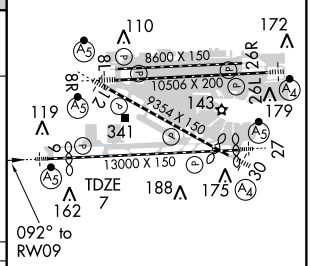
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30)	348.6	135.35

CAUTION: Lights on highway ¼ mile south of final approach course may be mistaken for runway.





CATEGORY	A	B	C	D	E
GLS DA	NA				
LNAV/VNAV DA	420/50 413 (500-1)				
LNAV MDA	560/24 553 (600-½)		560/50 553 (600-1)	560/60 553 (600-1¼)	560-1½ 553 (600-1½)
CIRCLING	NA				



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8600
CH 86903	272°	TDZE	8
W26A		Apt Elev	8

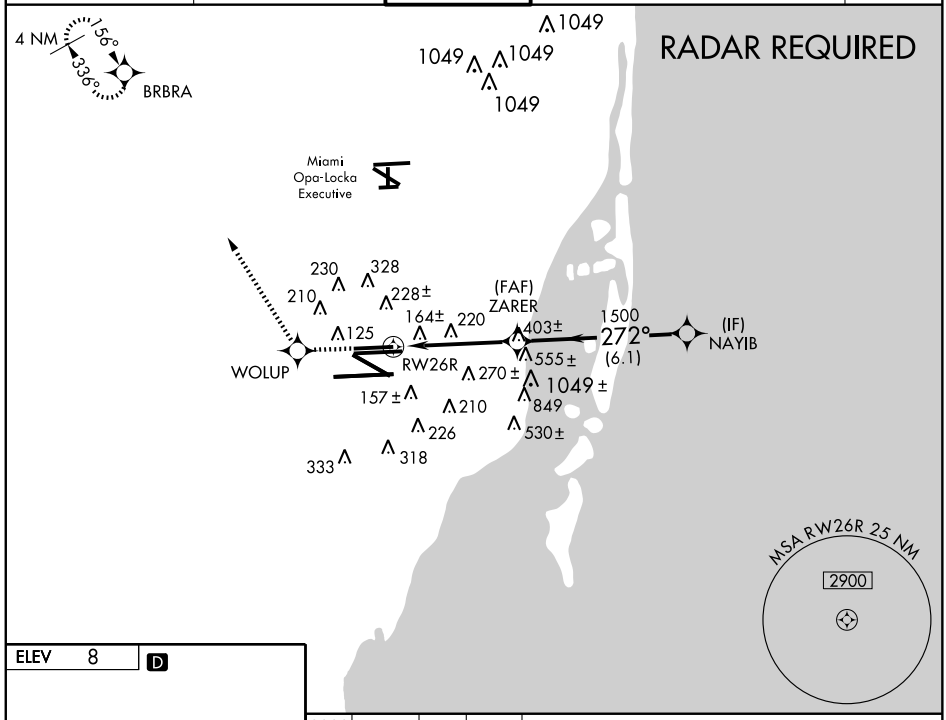
RNAV (GPS) RWY 26R

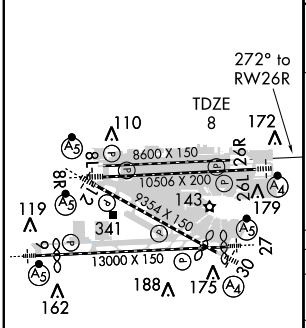
MIAMI INTL (MIA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA.

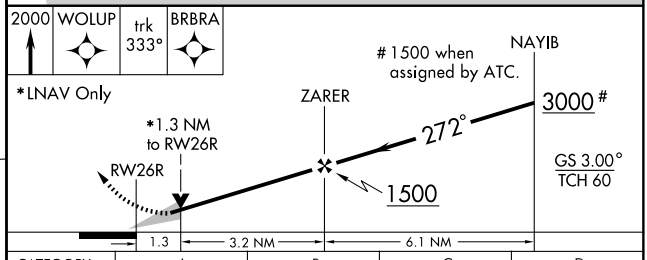
MISSED APPROACH: Climb to 2000 direct WOLUP and via 333° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	298-1 290 (300-1)			
LNAV/ VNAV DA	460-1½ 452 (500-1½)			
LNAV MDA	480-1 472 (500-1)		480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	NA			

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 97404 W08A	APP CRS 092°	Rwy Idg 10506 TDZE 8 Apt Elev 8

RNAV (GPS) Z RWY 8R

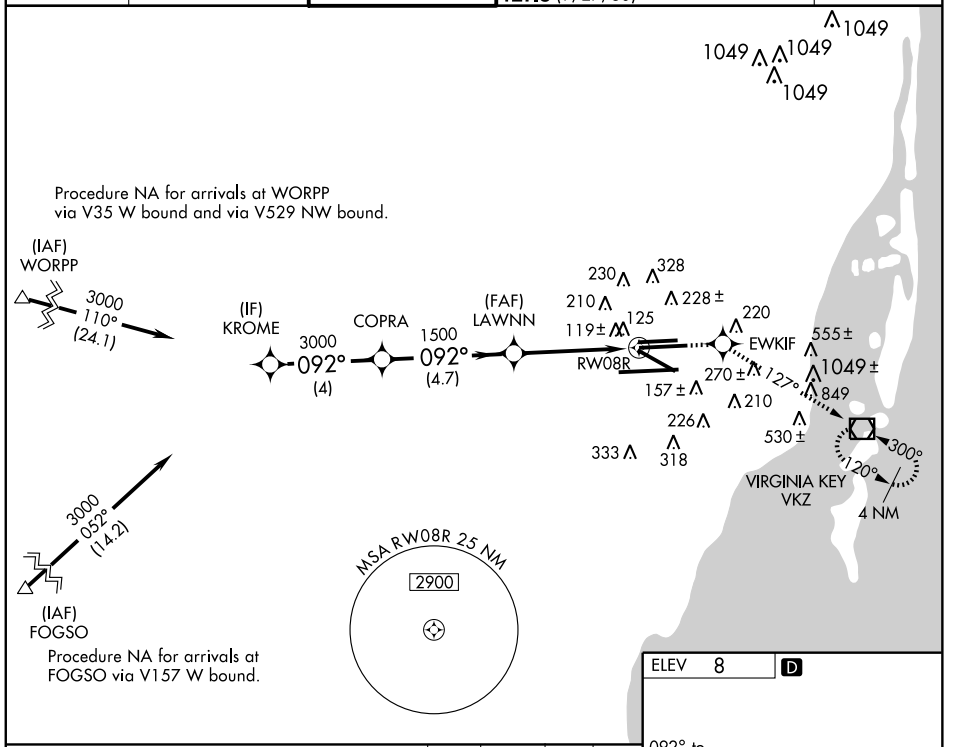
MIAMI INTL (MIA)

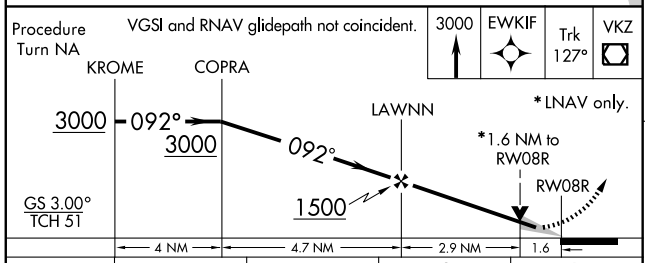
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, and LNAV/VNAV all Cats visibility to 1¾. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

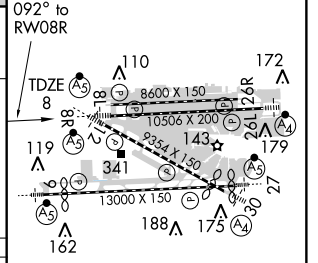
MALSR

MISSED APPROACH: Climb to 3000 direct EWKIF and via 127° track to VIRGINIA KEY VOR/DME and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35







CATEGORY	A	B	C	D
LPV DA	273/24 265 (300-½)			
LNAV/VNAV DA	530/60 522 (600-1¼)			
LNAV MDA	600/24 592 (600-½)		600/50 592 (600-1)	600/60 592 (600-1¼)

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8579
CH 61204	124°	TDZE	8
W12A		Apt Elev	8

RNAV (GPS) Z RWY 12

MIAMI INTL (MIA)

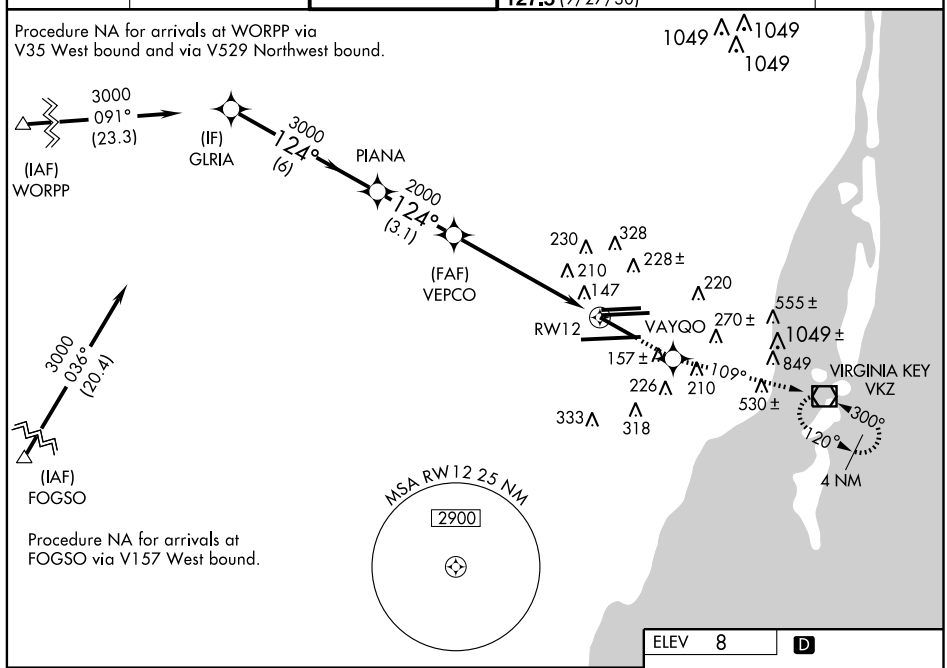
For inoperative MALSR, increase LPV DA all Cats visibility to 1¼, increase LNAV MDA Cats A and B visibility to RVR 5000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F)
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 3000 direct VAYQO and via 109° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

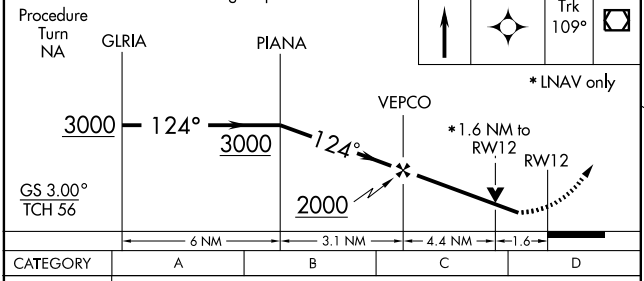
Procedure NA for arrivals at WORPP via V35 West bound and via V529 Northwest bound.



Procedure NA for arrivals at FOGSO via V157 West bound.

VGSI and RNAV glidepath not coincident.

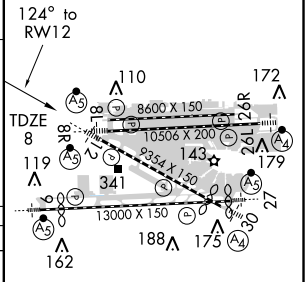
3000	VAYQO	Trk 109°	VKZ



* LNAV only

CATEGORY	A	B	C	D
LPV DA	390/40 382 (400-¾)			
LNAV/VNAV DA	506/60 498 (500-1¼)			
LNAV MDA	600/40 592 (600-¾)		600/50 592 (600-1)	600/60 592 (600-1¼)

ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 81905 W26A	APP CRS 272°	Rwy Idg 10506 TDZE 8 Apt Elev 8

RNAV (GPS) Z RWY 26L

MIAMI INTL (MIA)

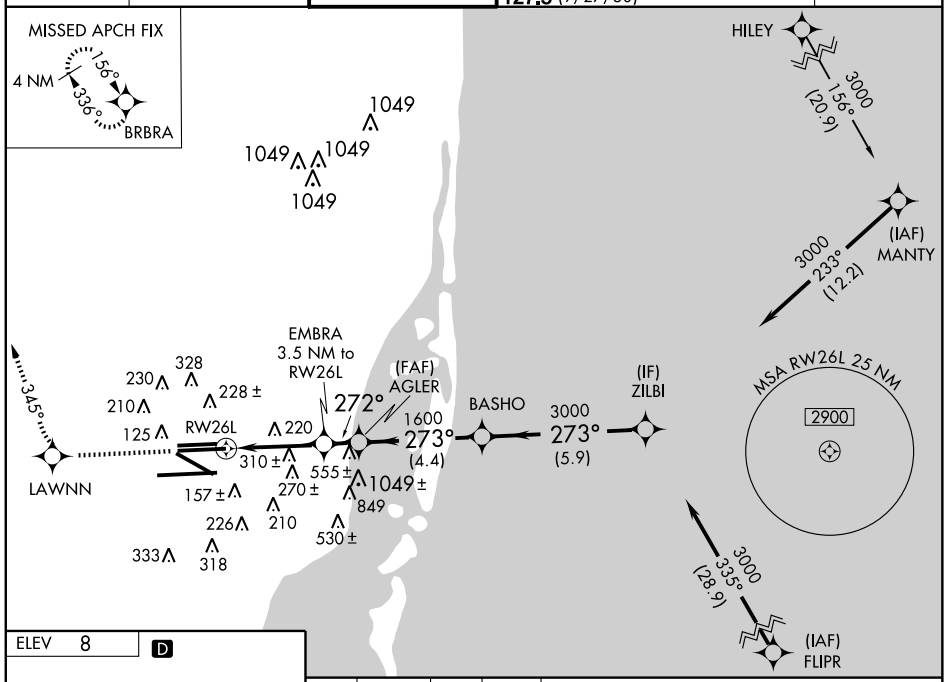
V For inoperative MALSR, increase LPV all Cats visibility to RVR 5000 and LNAV/VNAV all Cats visibility to 1½. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

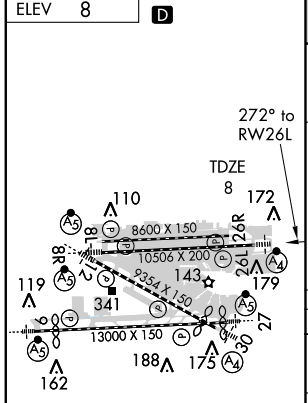
W

MALSF

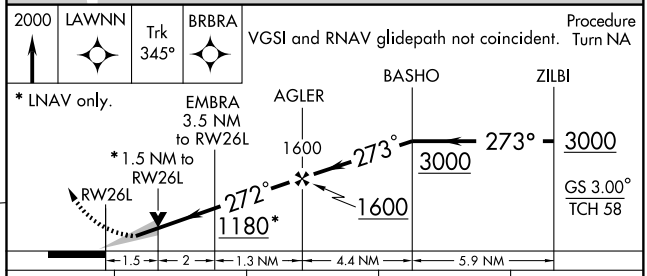
MISSED APPROACH: Climb to 2000 direct LAWNN and via 345° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	325/24 317 (400-½)			
LNAV/VNAV DA	450/50 442 (500-1)			
LNAV MDA	560/24 552 (600-½)		560/50 552 (600-1)	560/60 552 (600-1¼)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH **40205** **W27A**	APP CRS **272°**	Rwy Idg **12747** TDZE **8** Apt Elev **8**

RNAV (GPS) Z RWY 27

MIAMI INTL (MIA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats, LNAV/VNAV and LNAV Cat. E visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 2000 direct TUHWU and via 340° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON		CLNC DEL
119.15	**124.85** **322.3**	**118.3** **256.9**	**121.8** (8L/8R/12/26L/26R) **127.5** (9/27/30)	**348.6**	**135.35**

MISSED APCH FIX

4 NM 156° 336° BRBRA

1049 1049 1049 1049

HILEY 3000 156° (20.9) (IAF) MANTY

3000 234° (13.7)

340°

230 328 228± 220 210 145± 154± 310± 125 (FAF) CHHAZ 555± 1600 SARCO 3000 273° (4.5) 273° (4.8) (IF) HENDN

272° RW27 TUHWU 157± 270± 210 226 849 1049± 530± 333 318

3000 332° (10) ONICO 3000 332° (18.8) (IAF) FLIPR

MSA RW27 25 NM 2900

ELEV 8 D

110 172 8600 X 150 8R 26L 26R 10506 X 200 143 179 119 341 9354 X 150 27 30 13000 X 150 188 175 162 TDZ 8

272° to RW27

2000 TUHWU TRK 340° BRBRA

VGSI and RNAV glidepath not coincident.

Procedure Turn NA

*LNAV only. *1.5 NM to RW27

CHHAZ SARCO HENDN

RW27 272° 273° 273° 3000 3000 1600

GS 3.00° TCH 55

1.5 NM 3.3 NM 4.5 NM 4.8 NM

CATEGORY	A	B	C	D	E
LPV DA	312/24 304 (400-½)				
LNAV/VNAV DA	470/50 462 (500-1)				
LNAV MDA	560/24 552 (600-½)	560/50 552 (600-1)	560/60 552 (600-1¼)	560-1½ 552 (600-1½)	

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7911
CH 40105 W30A	305°	TDZE	8
		Apt Elev	8

RNAV (GPS) Z RWY 30

MIAMI INTL (MIA)

T W Inoperative table does not apply to LNAV Cat C and D. DME/DME RNP-0.3 NA

MALS (A4)

MISSED APPROACH: Climb to 3000 direct IPFAH and via 329° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

MISSED APCH FIX

4 NM 156° 336° BRBRA

Procedure NA for arrivals at HILEY via V295 N bound.

HILEY 3000 156° (20.9) (IAF) MANTY 3000 219° (20.6)

1049 1049 1049 1049

329° IPFAH 230 328 210 228± 125 220 RW30 270± 555± 1049± 157± 210 310± 849 226 530± 333 318 OSKIE 3.2 NM to RW30 (FAF) BIRDD (4.4) 1600 305° OLDDE 3000 305° (6.1) (IF) SHANN 3000 319° (23.1) (IAF) FLIPR

MSA RW30 25 NM 2900

ELEV 8 D

110 172 8 8600 X 150 26R 10506 X 200 26L 8R 12 9354 X 150 143 179 119 341 27 13000 X 150 30 188 175 162 TDZE 8 305° to RW30

3000	IPFAH	Trk 329°	BRBRA

VGSI and LPV glidepath not coincident.

Procedure Turn NA

* LNAV only. * 1.5 NM to RW30

OSKIE 3.2 NM to RW30 BIRDD OLDDE SHANN

RW30 1080* 305° 1600 305° 3000 3000

GS 3.00° TCH 51

1.5 1.7 1.6 4.4 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	285/50 277 (300-1)			
LNAV MDA	560/40 552 (600-¾)		560-1½ 552 (600-1½)	560-1¾ 552 (600-1¾)

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	10506
092°	TDZE	8
	Apt Elev	8

RNAV (RNP) Y RWY 8R

MIAMI INTL (MIA)

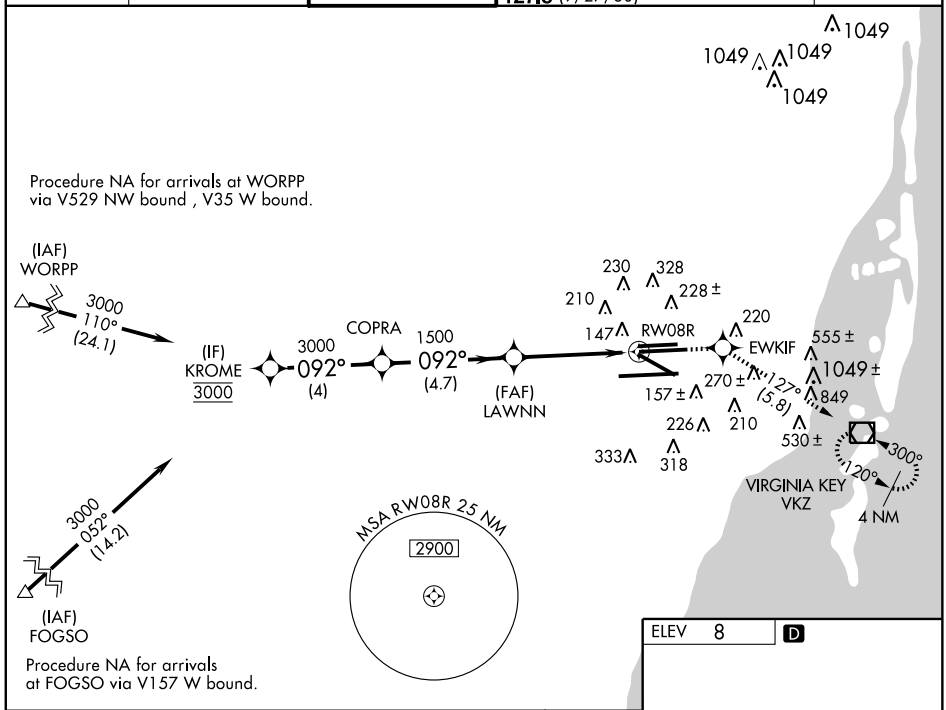
For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 1½.
For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 49°C (120°F). GPS Required.
* RNP 0.11 missed approach requires minimum climb of 330 feet per NM to 600.

NA

MALSR

MISSED APPROACH: Climb to 3000 direct EWKIF and via 127° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

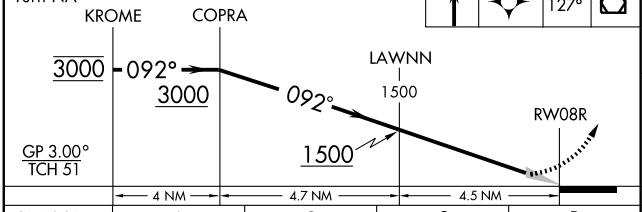
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35



Procedure Turn NA

VGSI and RNAV glidepath not coincident.

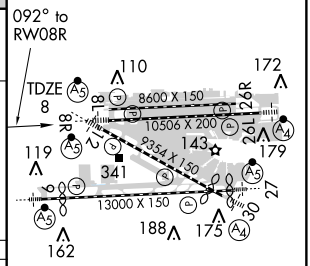
3000	EWKIF	Trk 127°	VKZ



CATEGORY	A	B	C	D
RNP 0.11 DA*	354/32 346 (400-⅝)			
RNP 0.30 DA	458/50 450 (500-1)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	8579
124°	TDZE	8
	Apt Elev	8

RNAV (RNP) Y RWY 12

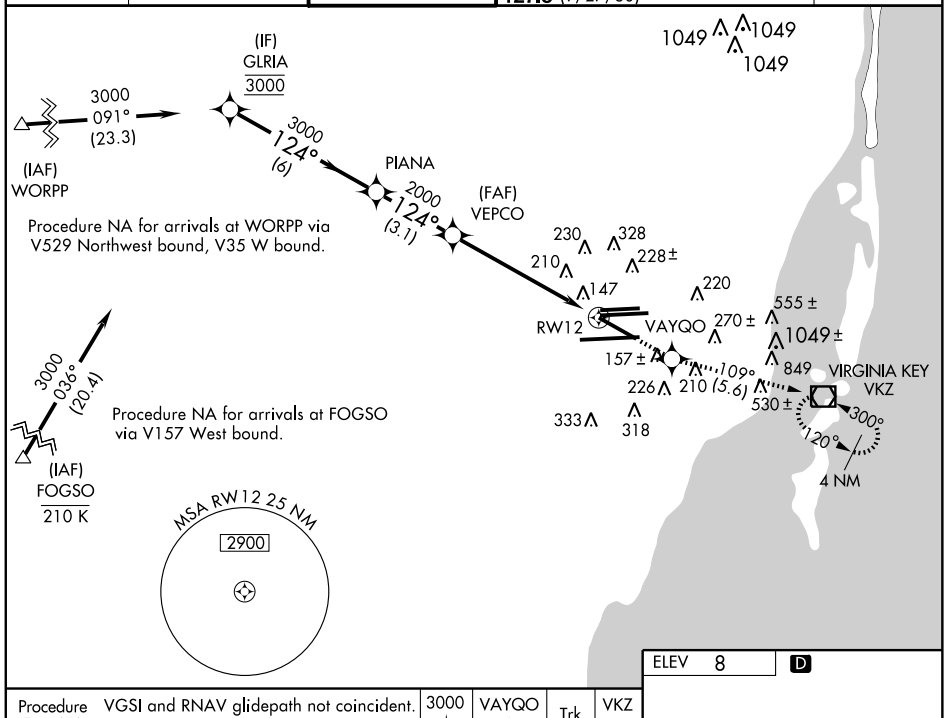
MIAMI INTL (MIA)

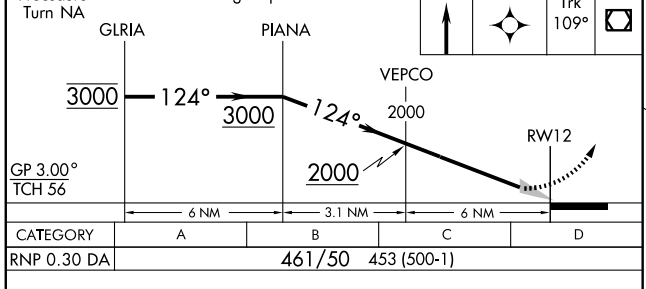
GPS Required. For inoperative MALSR, increase 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 49°C (120°F).

MALSR

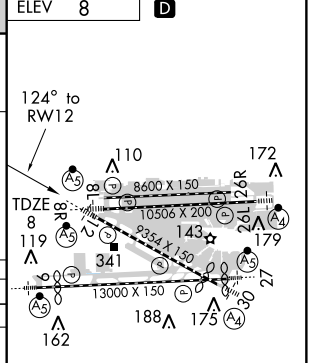
MISSED APPROACH: Climb to 3000 direct VAYQO and via 109° track to VKZ VOR/DME and hold, continue climb-in-hold to 3000.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 348.6 127.5 (9/27/30)	135.35





CATEGORY	A	B	C	D
RNP 0.30 DA	461/50	453 (500-1)		



SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	10506
272°	TDZE	8
	Apt Elev	8

RNAV (RNP) Y RWY 26L

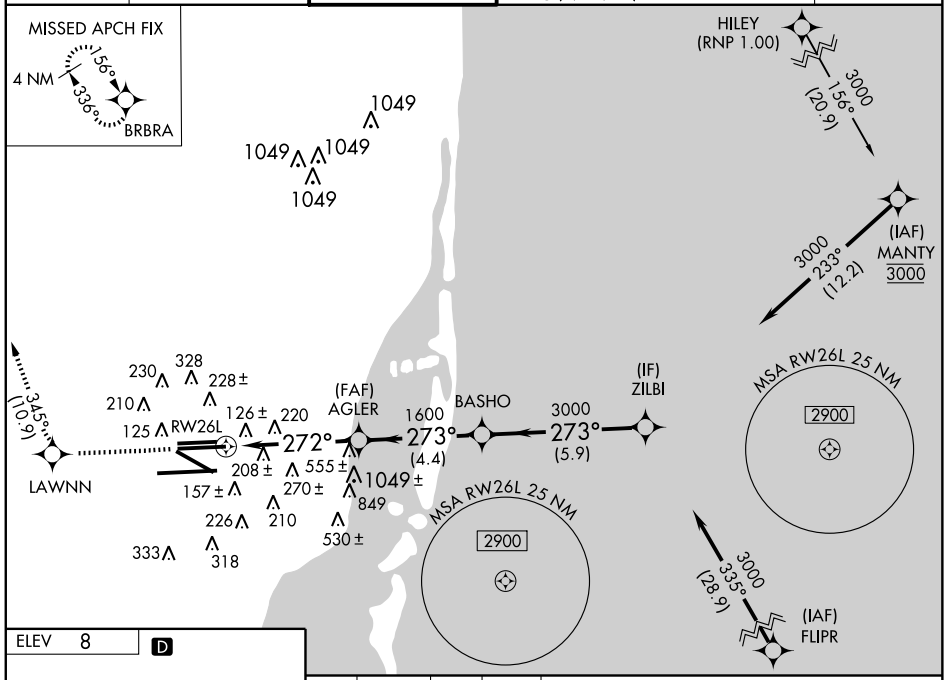
MIAMI INTL (MIA)

GPS Required. For inoperative MALSF, increase RNP 0.20 all Cats visibility to RVR 6000, RNP 0.30 all Cats visibility to 2. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (119°F).

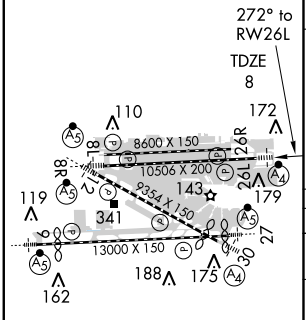
MALSF

MISSED APPROACH: Climb to 2000 direct LAWNN and via 345° track to BRBRA and hold.

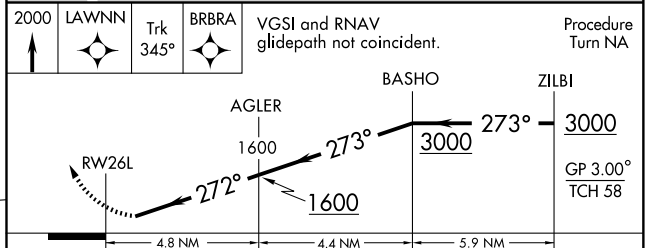
ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35



ELEV 8 D



TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys



CATEGORY	A	B	C	D
RNP 0.20 DA	407/50	399 (400-1)		
RNP 0.30 DA	564-1¾	556 (600-1¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	12747
272°	TDZE	8
	Apt Elev	8

RNAV (RNP) Y RWY 27

MIAMI INTL (MIA)

GPS Required. For inoperative MALSR, increase RNP 0.30 all Cats. visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (119°F).

MALSR

MISSED APPROACH: Climb to 2000 direct TUHWU and via track 340° to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35

MISSED APCH FIX

4 NM 156° 336° BRBRA

1049 1049 1049 1049

HILEY 3000 156° (20.9) (IAF) MANTY 3000

3000 234° (13.7)

2000 340° (12.1)

230 328 228± 210 145± 154± 220 555± 125 310± 272° (4.8) 270± 157± 849 210 1049± 530± 226 333 318

(FAF) CHHAZ 1600 272° (4.5) SARCO 3000 273° (4.8) (IF) HENDN

TUHWU RW27

3000 332° (10) ONICO 3000 3000 332° (18.8) (IAF) FLIPR

MSA RW27 25 NM 2900

ELEV 8 D

110 172 8600 X 150 8L 26R 10506 X 200 8R 26L 119 143 179 9354 X 150 12 30 341 27 13000 X 150 188 175 162 TDZE 8

272° to RW27

2000 TUHWU TRK 340° BRBRA

VGSI and RNAV glidepath not coincident. Procedure Turn NA

SARCO HENDN CHHAZ RW27 1600 272° 3000 273° 3000 1600 GP 3.00° TCH 55

4.8 NM 4.5 NM 4.8 NM

CATEGORY	A	B	C	D	E
RNP 0.30 DA	455/50 447 (500-1)				

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	7911
305°	TDZE	8
	Apt Elev	8

RNAV (RNP) Y RWY 30

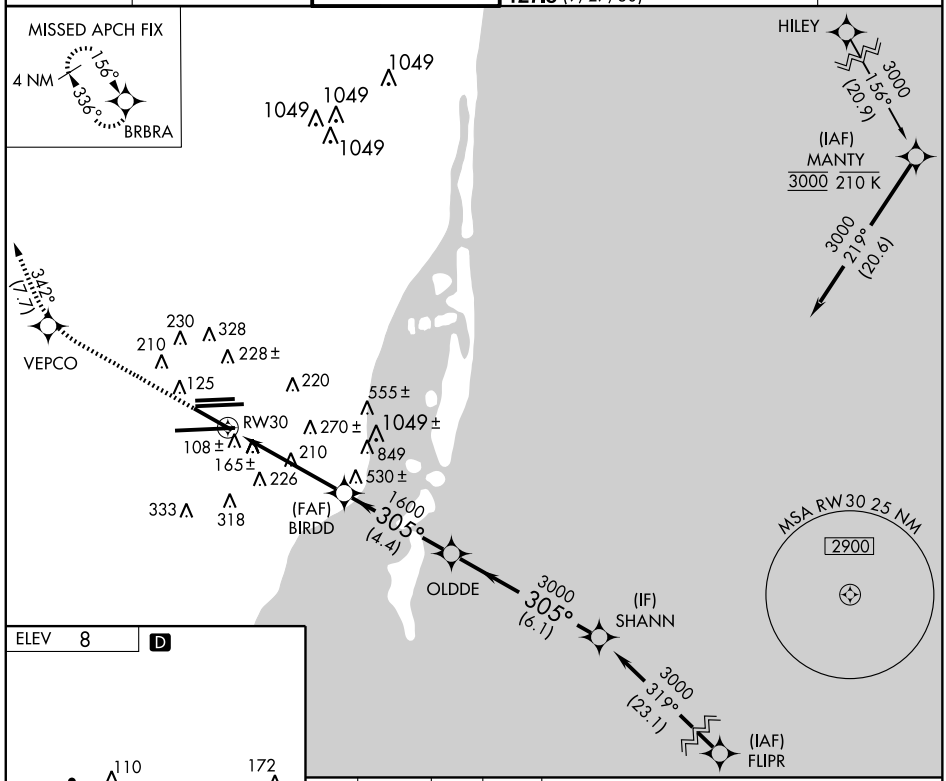
MIAMI INTL (MIA)

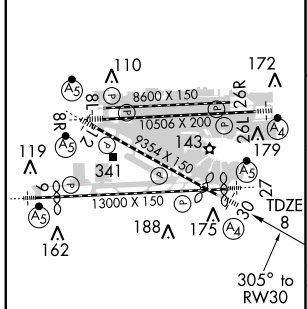
For inoperative MALS, increase RNP 0.23 all Cats visibility to 1½, RNP 0.30 all Cats to 1¾. GPS Required.
For uncompensated Baro-VNAV systems, procedure NA below 6°C (42°F) or above 48°C (119°F).

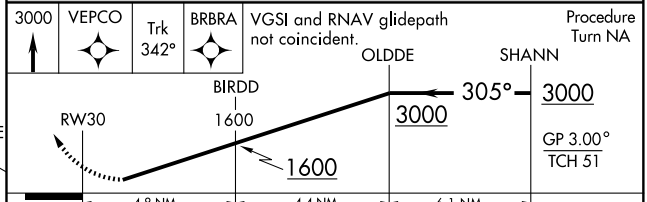
MALS

MISSED APPROACH: Climb to 3000 direct VEPCO and via 342° track to BRBRA and hold.

ATIS	MIAMI APP CON	MIAMI TOWER	GND CON	CLNC DEL
119.15	124.85 322.3	118.3 256.9	121.8 (8L/8R/12/26L/26R) 127.5 (9/27/30) 348.6	135.35





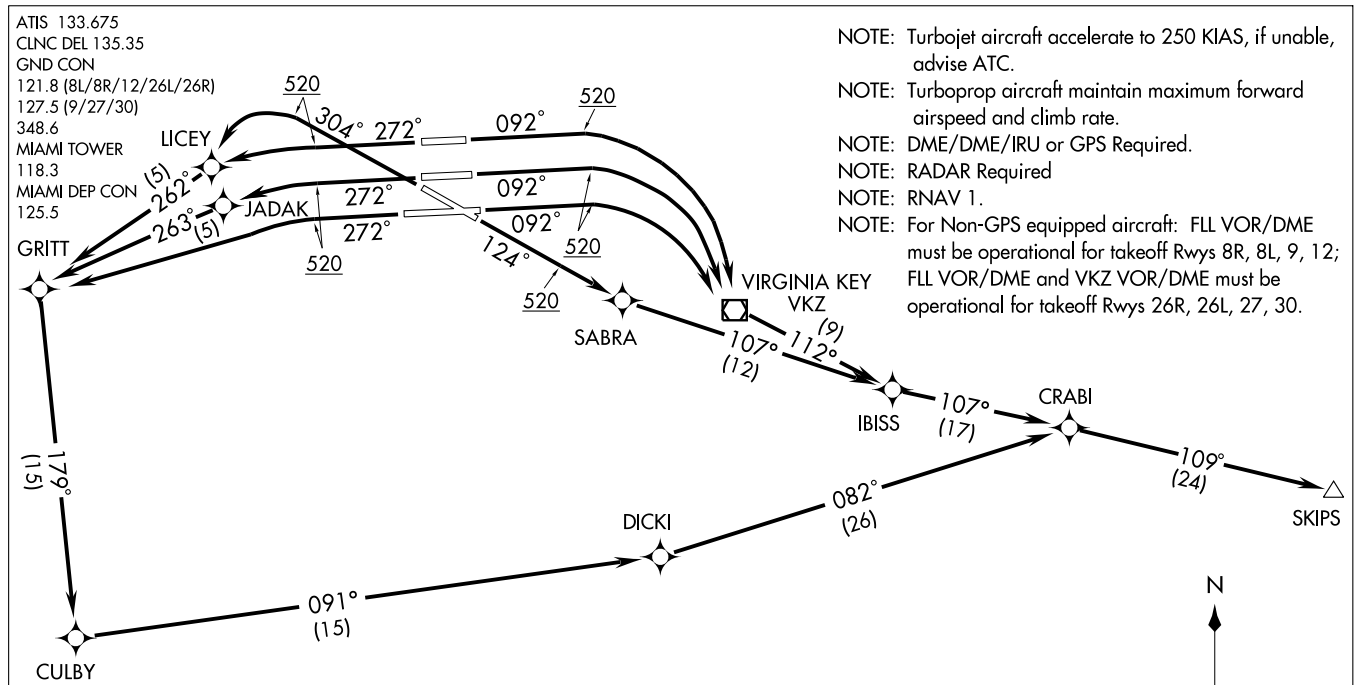


CATEGORY	A	B	C	D
RNP 0.23 DA	426-1¼ 418 (500-1¼)			
RNP 0.30 DA	521-1½ 513 (600-1½)			

TDZ/CL Rwy 8R
MIRL Rwy 8L-26R
REIL Rwys 8L and 26R
HIRL all Rwys

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 03 JUN 2010 to 01 JUL 2010



NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required

NOTE: RNAV 1.

NOTE: For Non-GPS equipped aircraft: FLL VOR/DME must be operational for takeoff Rwys 8R, 8L, 9, 12; FLL VOR/DME and VKZ VOR/DME must be operational for takeoff Rwys 26R, 26L, 27, 30.

TAKE-OFF MINIMUMS:

Rwy 8L: 300-1¼ with minimum obstacle climb of 221 feet per NM to 1200 or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.

Rwy 8R: Standard with minimum obstacle climb of 237 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 9: Standard with minimum obstacle climb of 233 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.

Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

(SKIPS1.SKIPS) 09183 SKIPS ONE DEPARTURE (RNAV)

SL-257 (FAA)

MIAMI INTL (MIA)
MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L, 8R, 9: Climb heading 092° to 520, then right turn direct VKZ VOR/DME, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then direct SABRA, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 26R: Climb heading 272° to 520, then left turn direct LICEY, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 26L: Climb heading 272° to 520, then left turn direct JADAK, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 27: Climb heading 272° to 520, then left turn direct GRITT, then left turn via track 179° to CULBY, then via depicted route to SKIPS, thence . . . .

TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct LICEY, then via depicted route to SKIPS, thence . . . .

. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.

NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.

NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.

NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.

NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL.

NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.

NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

ATIS 133.675
CLNC DEL 135.35
GND CON
(8L/8R/12/26L/26R) 121.8
(9/27/30) 127.5
348.6
MIAMI TOWER
118.3 256.9
MIAMI DEP CON
125.5

DOLPHIN
113.9 DHP
Chan 86
N25°48.00′ - W80°20.94′

SOUBY
N25°46.59′
W80°11.14′

VIRGINIA KEY
117.1 VKZ
Chan 118
N25°45.11′
W80°09.27′

BIMINI
116.7 ZBV
Chan 114

EONNS
N25°17.80′
W79°59.21′
L-23, H-8

SKIPS
N25°33.23′
W79°16.46′
L-23, H-8

MNATE
N24°58.76′
W80°31.44′
L-23

N

R-315
103°
V3
A509
9
R-103
135°
3000
151°
(36)
3000
195°
(50)
BR53V
135°
R-165
29
4000
108°
(49)
R-241
R-177
9

NOTE: Unless otherwise instructed, continue heading 135° after VKZ VOR/DME until ATC issues vectors to appropriate transition.

TAKE-OFF MINIMUMS:
Rwys 8R, 9, 12: Standard with minimum climb of 370′ per NM to 1800′.
Rwys 26L, 27, 30 not authorized -NOISE ABATEMENT.
DEPARTURE PROCEDURE OBSTACLE:
Rwys 8R, 9, 12:
849′± MSL Building: 25° 45′ 32.40" N
80° 11′ 30.39" W

SPECIAL INSTRUCTIONS
TURBOJETS: Accelerate to 250 KIAS as rapidly as feasible until reaching 10,000 MSL, unless requested by ATC to do otherwise.

NOTE: Turbojets Only, night use for noise abatement (2300 LCL - 0600 LCL).
NOTE: File DP in remarks section of flight plan.
NOTE: DME Required.
NOTE: Chart not to scale.

(SOUBY4.SOUBY) 09183
SOUBY FOUR DEPARTURE
SL-257 (FAA)
MIAMI INTL (MIA)
MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8R and 9: Turn right. Thence....
TAKE-OFF RUNWAY 12: Turn left. Thence....
....intercept DHP R-103 to SOUBY INT/DHP 9 DME, then turn right via VKZ R-315 to VKZ VOR/DME. Thence via heading 135°. Expect radar vectors to appropriate transition. All aircraft maintain 5000' or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure. Unless otherwise assigned, departure frequency for SKIPS, EONNS, and MNATE transitions use 125.5.

EONNS TRANSITION (SOUBY4.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
MNATE TRANSITION (SOUBY4.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
SKIPS TRANSITION (SOUBY4.SKIPS): Intercept the VKZ VOR/DME R-108 to SKIPS INT. Thence as filed.

SE-3, 03 JUN 2010 to 01 JUL 2010

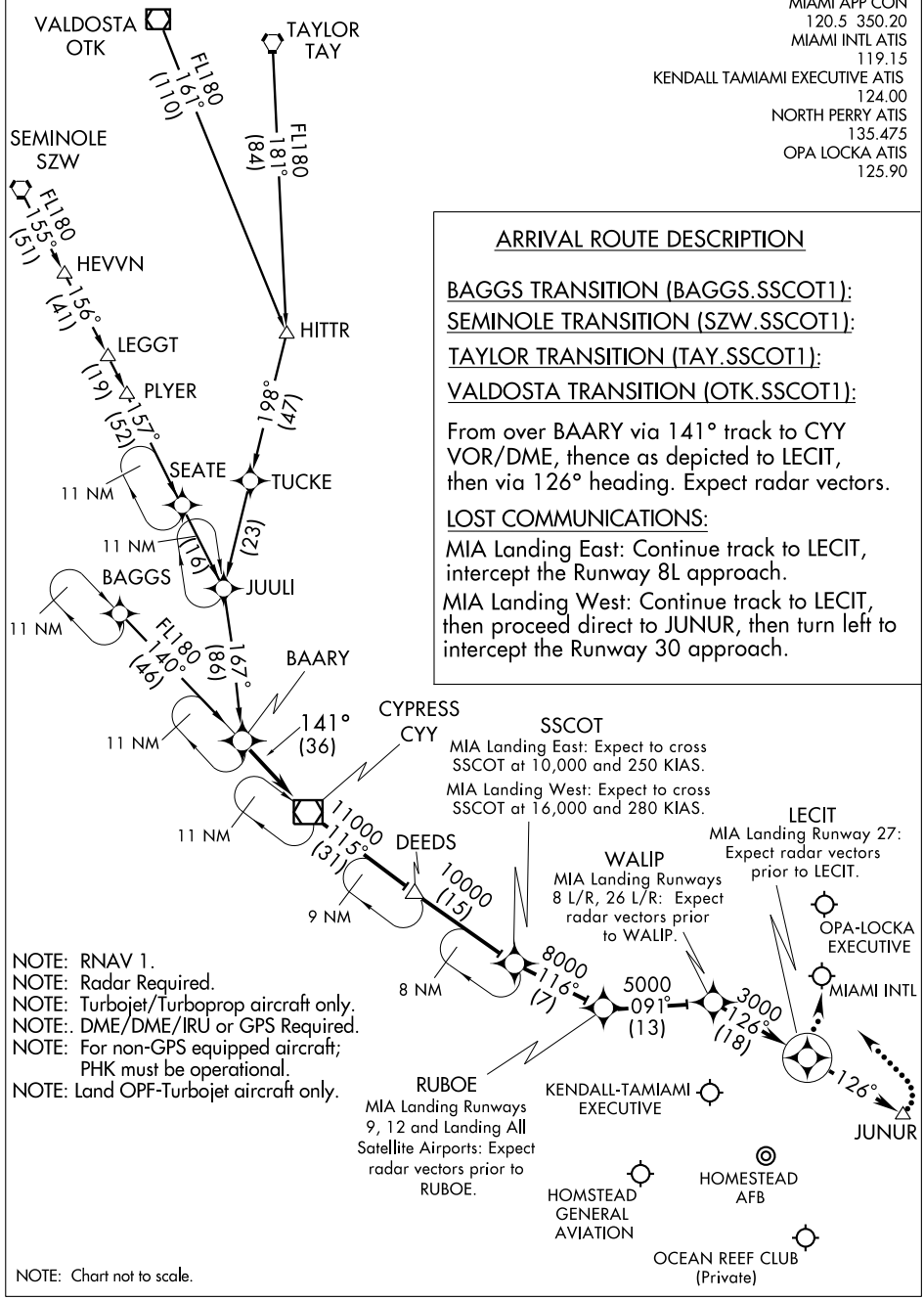
(SSCOT.SSCOT1) 08325

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA

MIAMI APP CON
120.5 350.20
MIAMI INTL ATIS
119.15
KENDALL TAMIAMI EXECUTIVE ATIS
124.00
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.90



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

ATIS 133.675
CLNC DEL 135.35
GND CON
121.8 (8L/8R/12/26L/26R)
127.5 (9/27/30)
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
119.45

TAKE-OFF MINIMUMS:

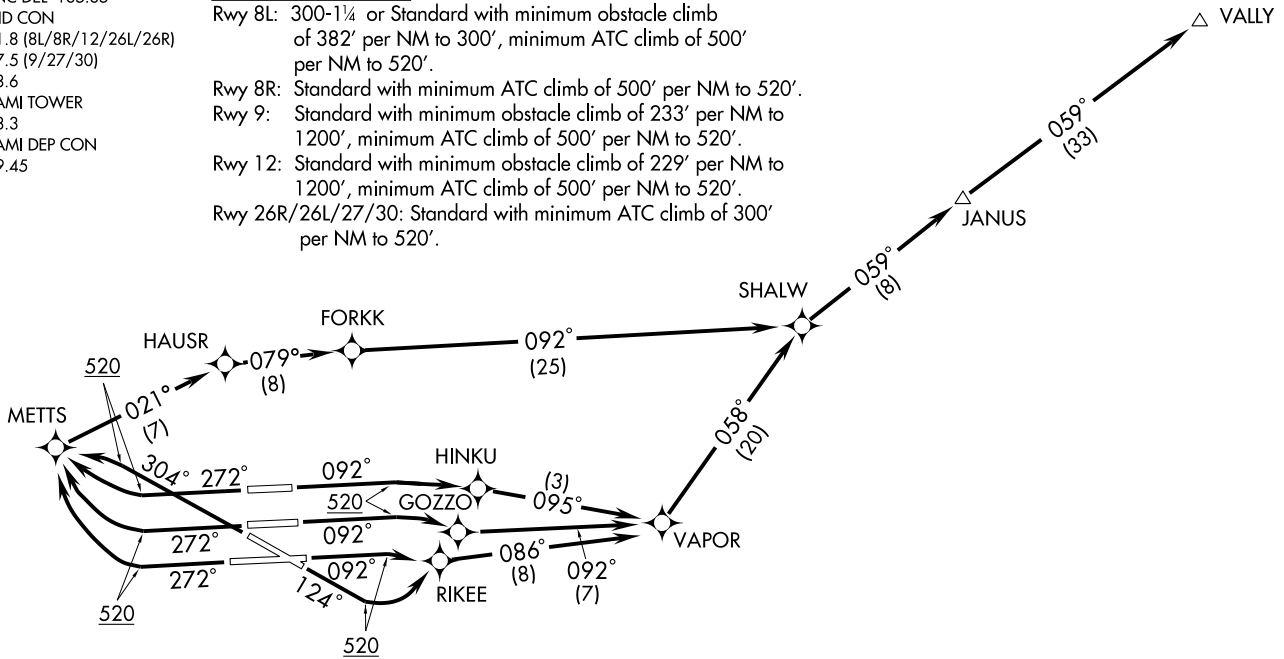
Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382′ per NM to 300′, minimum ATC climb of 500′ per NM to 520′.

Rwy 8R: Standard with minimum ATC climb of 500′ per NM to 520′.

Rwy 9: Standard with minimum obstacle climb of 233′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.

Rwy 12: Standard with minimum obstacle climb of 229′ per NM to 1200′, minimum ATC climb of 500′ per NM to 520′.

Rwy 26R/26L/27/30: Standard with minimum ATC climb of 300′ per NM to 520′.



NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required

NOTE: RNAV 1.

(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

(VALLY1.VALLY) 09183

VALLY ONE DEPARTURE (RNAV) SL-257 (FAA)

MIAMI INTL (MIA)
MIAMI, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8L: Climb heading 092° to 520, then right turn direct HINKU, then via depicted route to VALLY, thence . . . .
TAKE-OFF RUNWAY 8R: Climb heading 092° to 520, then right turn direct GOZZO, then via depicted route to VALLY, thence . . . .
TAKE-OFF RUNWAY 9: Climb heading 092° to 520, then right turn direct RIKEE, then via depicted route to VALLY, thence . . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct RIKEE, then via depicted route to VALLY, thence . . . .
TAKE-OFF RUNWAY 26R, 26L, 27: Climb heading 272° to 520, then right turn direct METTS, then via depicted route to VALLY, thence . . . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct METTS, then via depicted route to VALLY, thence . . . .
. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.
NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.
NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.
NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL.
NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.
NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

SE-3, 03 JUN 2010 to 01 JUL 2010

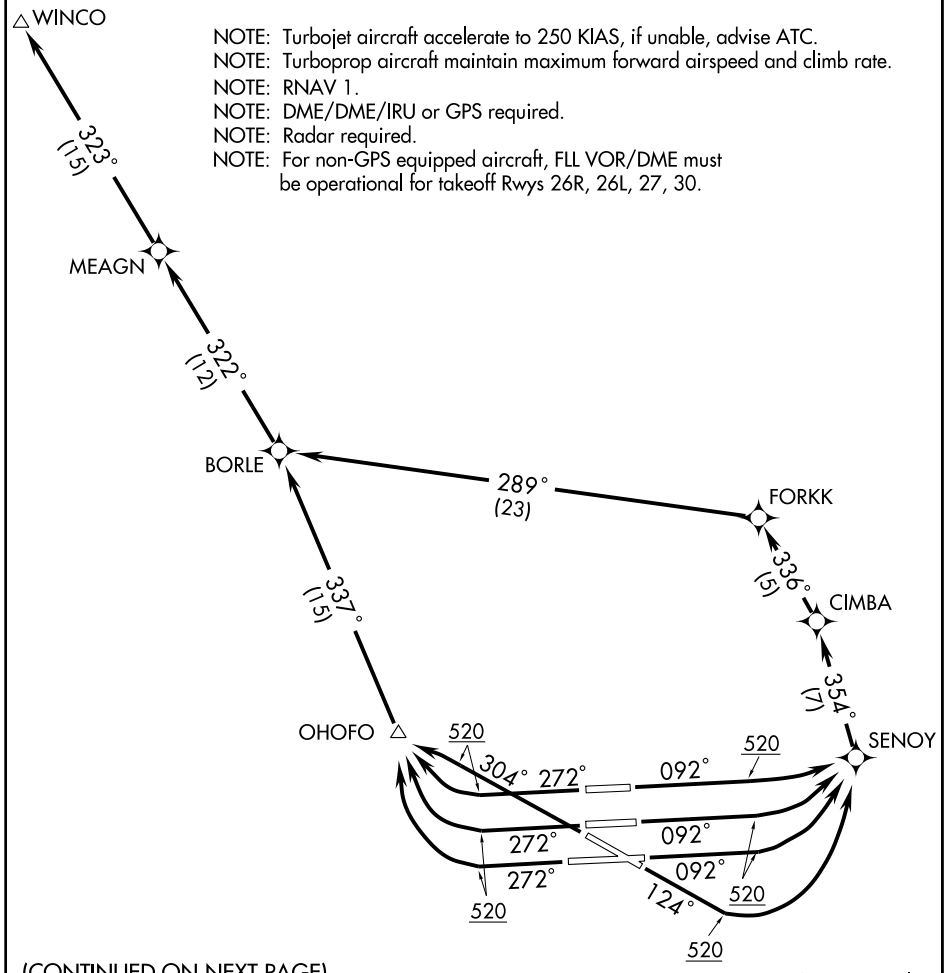
WINCO ONE DEPARTURE (RNAV)

ATIS 133.675
CLNC DEL 135.35
GND CON
121.8 (8L/8R/12/26L/26R)
127.5 (9/27/30)
348.6
MIAMI TOWER
118.3
MIAMI DEP CON
119.45 290.325

TAKEOFF MINIMUMS:

Rwy 8L: 300-1¼ or Standard with minimum obstacle climb of 382 feet per NM to 300, minimum ATC climb of 500 feet per NM to 520.
Rwys 8R, 9: Standard with minimum ATC climb of 500 feet per NM to 520.
Rwy 12: Standard with minimum obstacle climb of 229 feet per NM to 1200, minimum ATC climb of 500 feet per NM to 520.
Rwys 26R, 26L, 27, 30: Standard with minimum ATC climb of 300 feet per NM to 520.

NOTE: Turbojet aircraft accelerate to 250 KIAS, if unable, advise ATC.
NOTE: Turboprop aircraft maintain maximum forward airspeed and climb rate.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, FLL VOR/DME must be operational for takeoff Rwys 26R, 26L, 27, 30.



(CONTINUED ON NEXT PAGE)

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8L, 8R, 9: Climb heading 092° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . .
TAKE-OFF RUNWAY 12: Climb heading 124° to 520, then left turn direct SENOY, then via depicted route to WINCO, thence. . . .
TAKE-OFF RUNWAYS 26R, 26L, 27: Climb heading 272° to 520, then right turn direct OHOFO, then via depicted route to WINCO, thence. . . .
TAKE-OFF RUNWAY 30: Climb heading 304° to 520, then left turn direct OHOFO, then via depicted route to WINCO, thence. . . .
. . . . Maintain 5000 or ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

TAKE-OFF OBSTACLES:

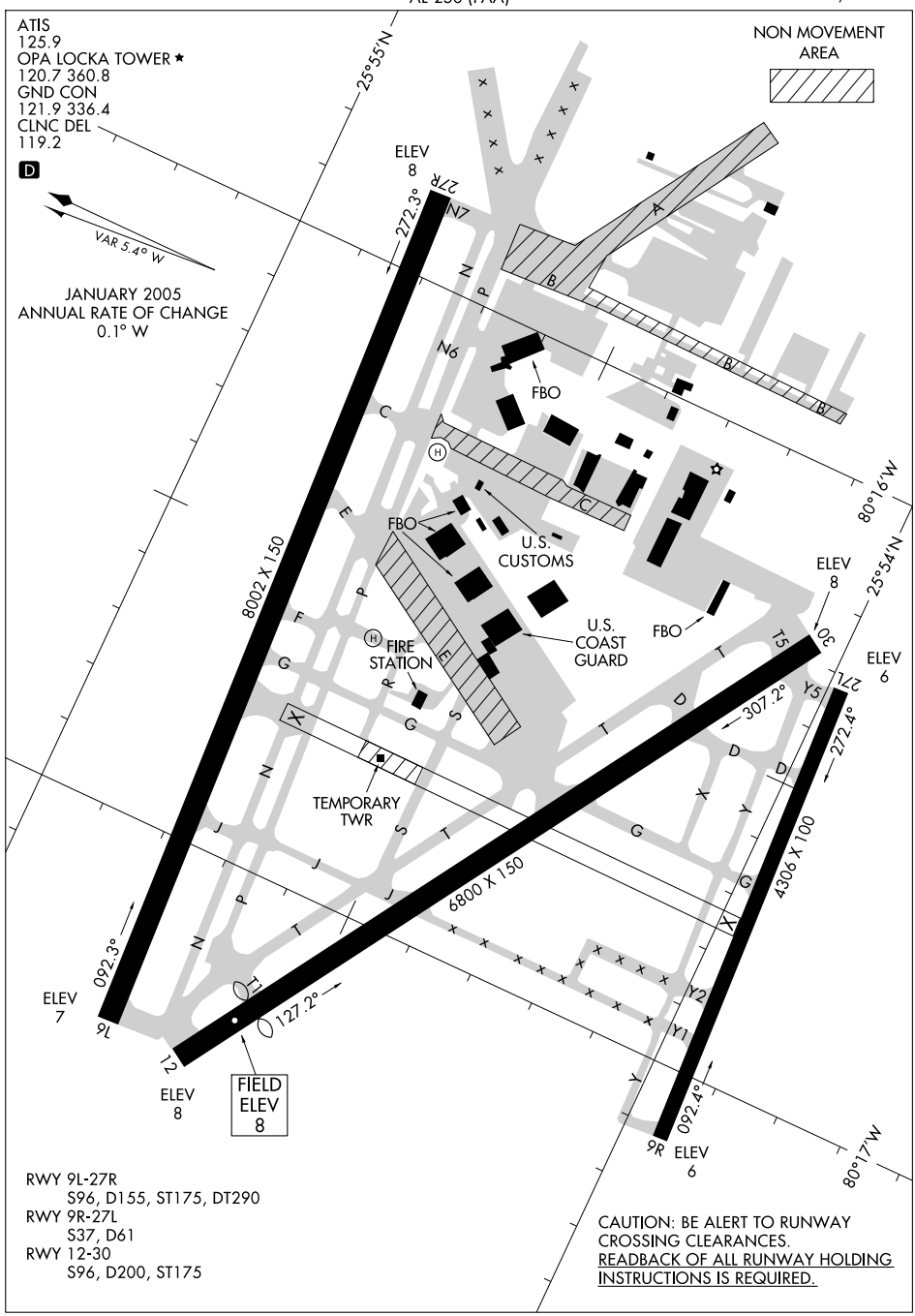
NOTE: Rwy 8L, Bldg 3391′ from DER, 1024′ left of centerline, 160′ AGL/172′ MSL. Glideslope Antenna 804′ from DER, 501′ right of centerline, 32′ AGL/46′ MSL. Multiple Towers and Bldgs beginning 1350′ from DER, 691′ left of centerline, up to 150′ AGL/164′ MSL.
NOTE: Rwy 8R, Tree 4064′ from DER, 959′ right of centerline, 98′ AGL/112′ MSL. Antenna and Multiple Trees beginning 2719′ from DER, 194′ left of centerline, up to 85′ AGL/98′ MSL.
NOTE: Rwy 9, Light 1232′ from DER, 785′ left of centerline, 39′ AGL/48′ MSL. Windsock 22′ from DER, 438′ right of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 12, Railroad beginning 4′ from DER, 356′ right of centerline, 23′ AGL/28′ MSL. Building and Tree beginning 1064′ from DER, 118′ right of centerline, up to 94′ AGL/108′ MSL. Windsock 681′ from DER, 345′ left of centerline, 21′ AGL/30′ MSL.
NOTE: Rwy 26R, Tower, Building, Multiple Light Poles and Trees beginning 741′ from DER, 1′ right of centerline, up to 66′ AGL/80′ MSL. Pole, Bldg, and Tower beginning 255′ from DER, 5′ left of centerline, up to 34′ AGL/48′ MSL.
NOTE: Rwy 26L, Tower and Multiple Trees beginning 1306′ from DER, 638′ right of centerline, up to 63′ AGL/77′ MSL. Tree and Light Pole beginning 1773′ from DER, 568′ left of centerline, up to 61′ AGL/75′ MSL.
NOTE: Rwy 27, Railroad, Tree, and Multiple Light Poles beginning 750′ from DER, 94′ left of centerline, up to 62′ AGL/76′ MSL.
NOTE: Rwy 30, Pole, Multiple Towers and Trees beginning 1414′ from DER, 189′ right of centerline, up to 120′ AGL/125′ MSL. Tree 2058′ from DER, 785′ left of centerline, 52′ AGL/66′ MSL.

SE-3, 03 JUN 2010 to 01 JUL 2010

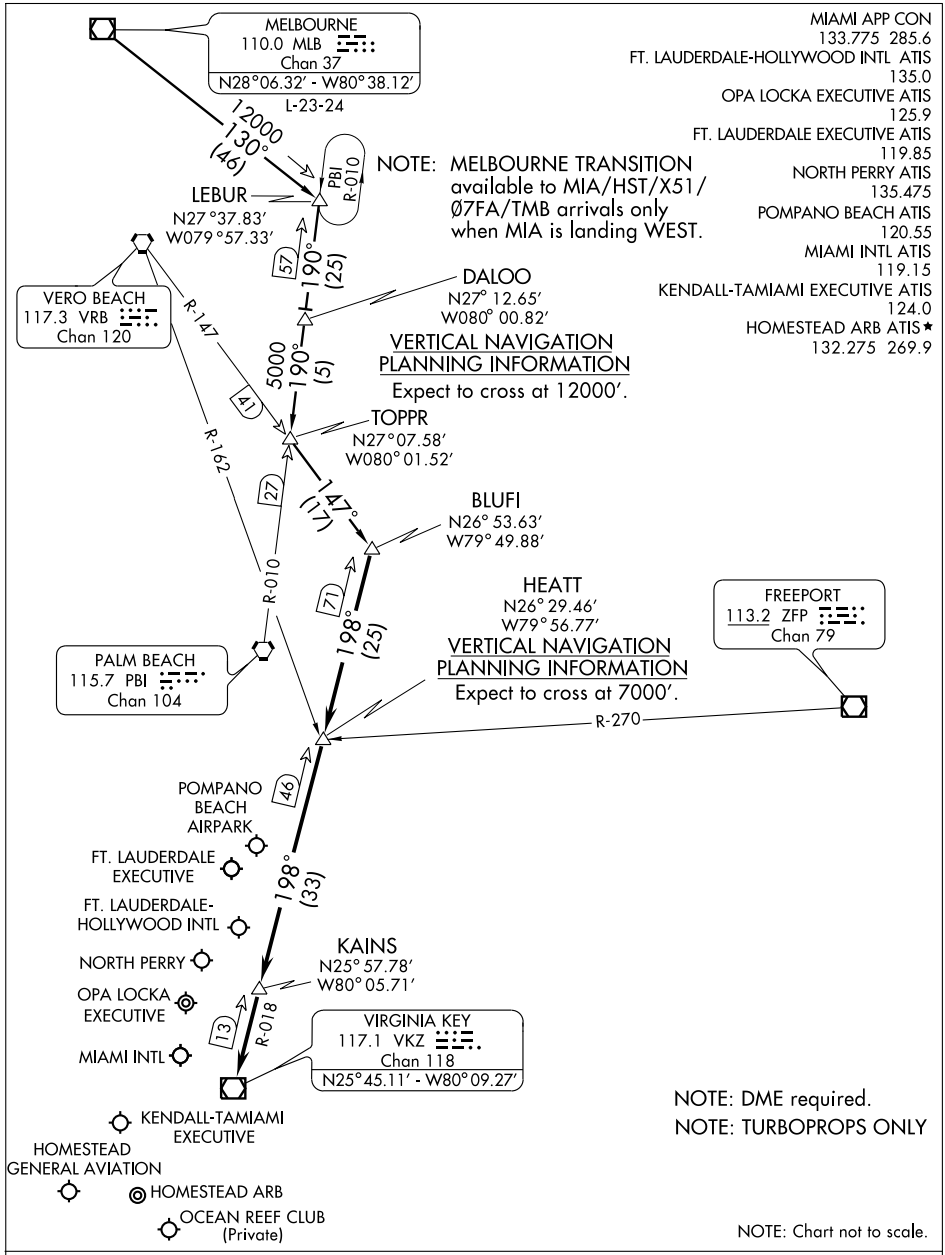
AIRPORT DIAGRAM

AL-256 (FAA)

MIAMI/OPA LOCKA EXECUTIVE (OPF)
MIAMI, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

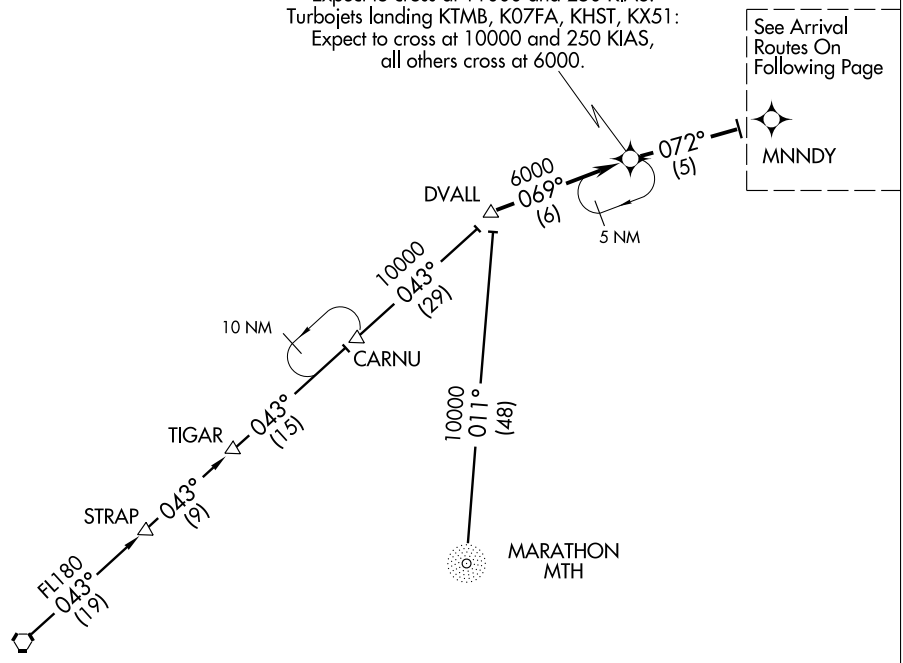
CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.

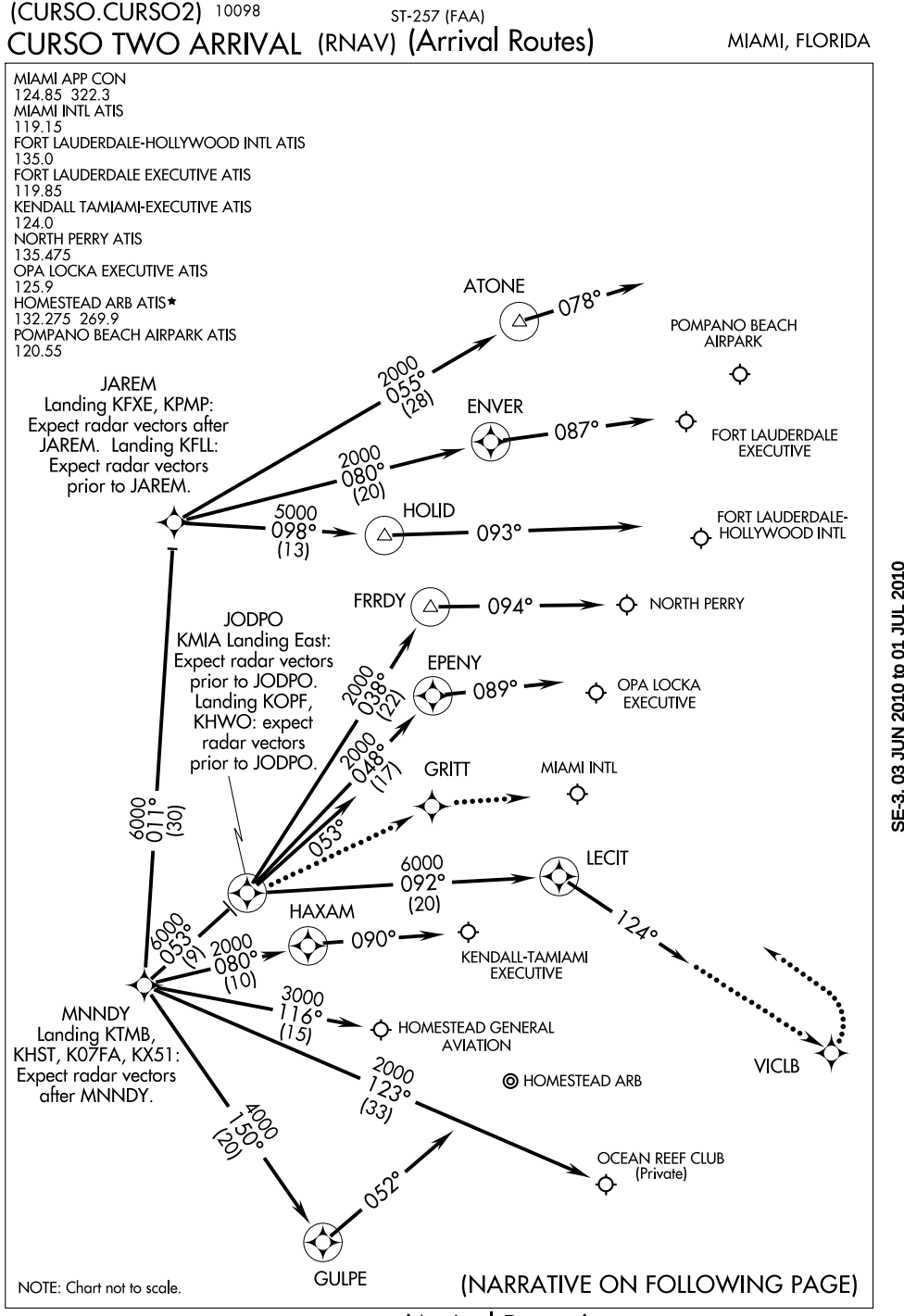


NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

CURSO TWO ARRIVAL (RNAV) (Arrival Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

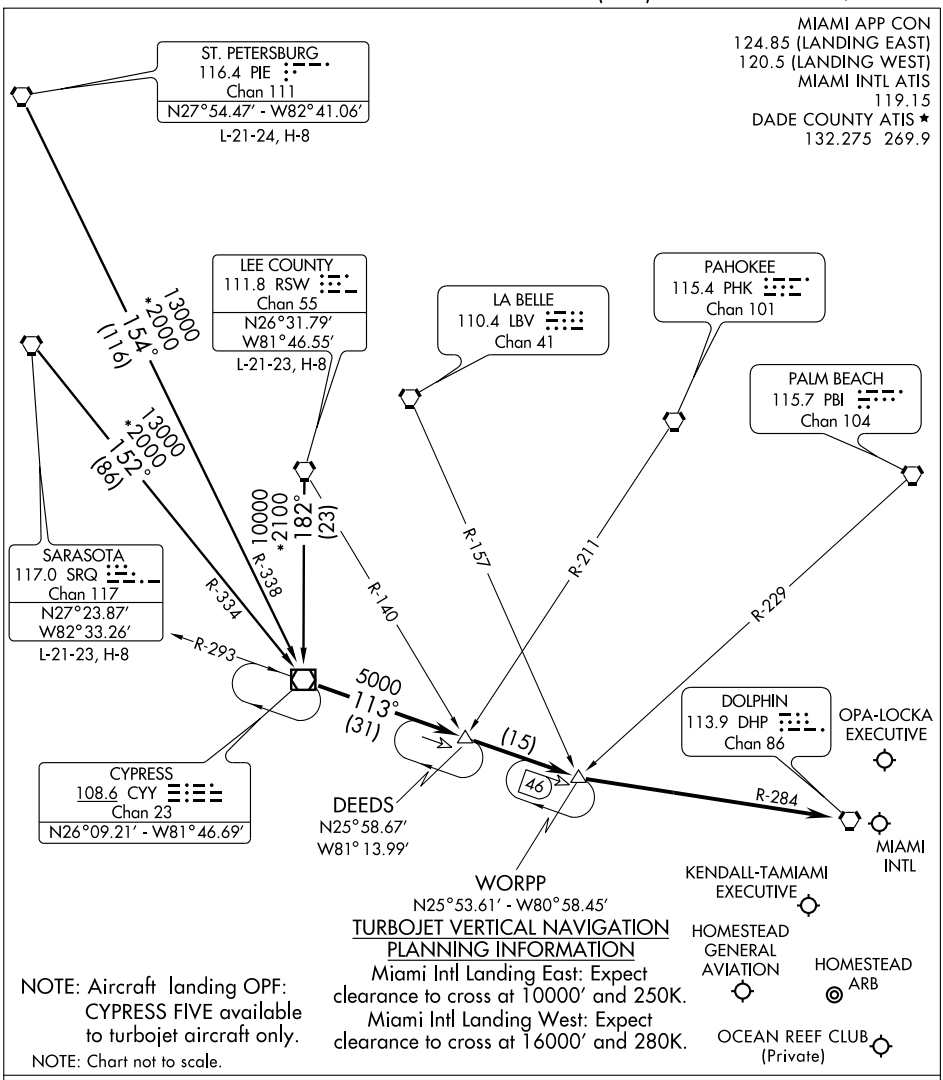
KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

CYPRESS FIVE ARRIVAL

ST-257 (FAA)

MIAMI, FLORIDA



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

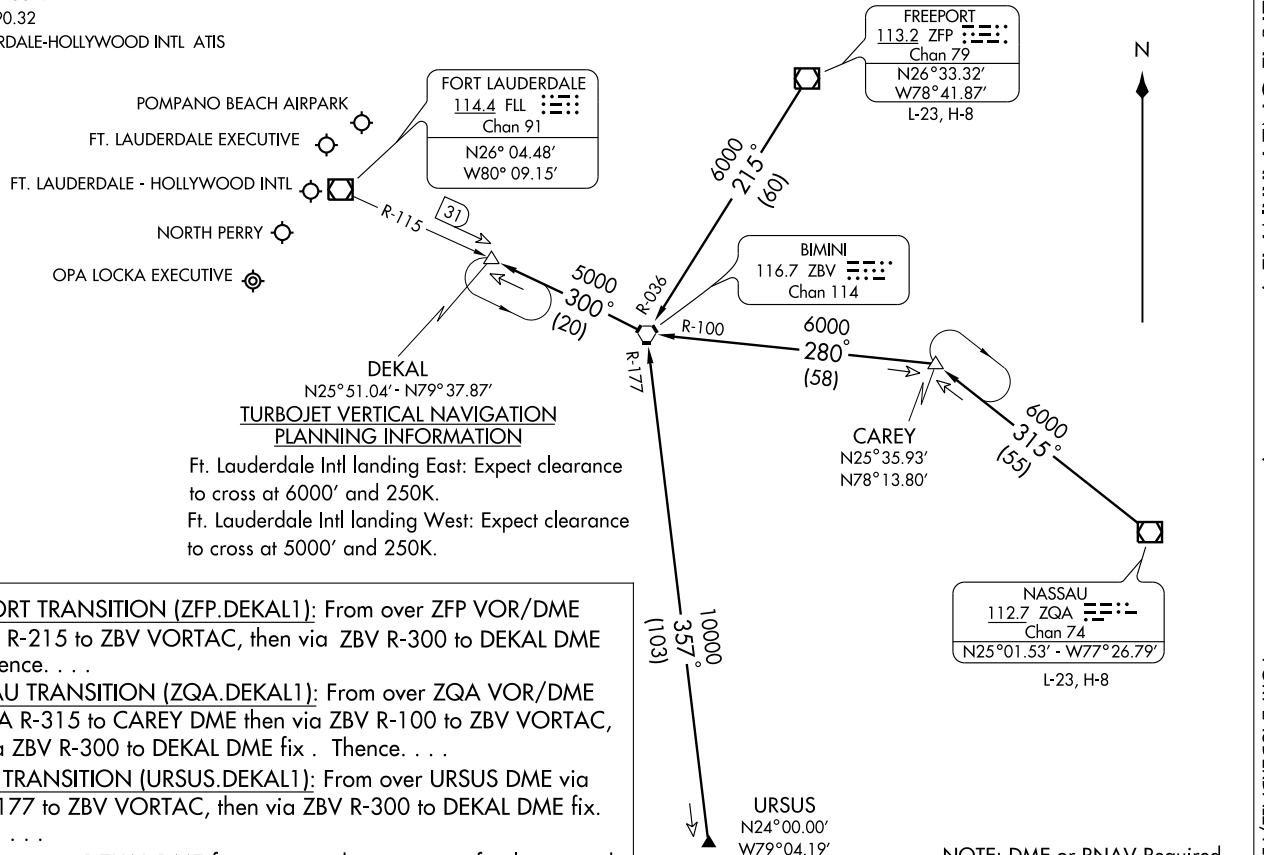
SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 03 JUN 2010 to 01 JUL 2010

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

MIAMI APP CON
119.45 290.32
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Ft. Lauderdale Intl landing East: Expect clearance to cross at 6000′ and 250K.

Ft. Lauderdale Intl landing West: Expect clearance to cross at 5000′ and 250K.

FREEPORT TRANSITION (ZFP.DEKAL1): From over ZFP VOR/DME via ZFP R-215 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

NASSAU TRANSITION (ZQA.DEKAL1): From over ZQA VOR/DME via ZQA R-315 to CAREY DME then via ZBV R-100 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix . Thence. . . .

URSUS TRANSITION (URSUS.DEKAL1): From over URSUS DME via ZBV R-177 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

. . . .From over DEKAL DME fix expect radar vectors to final approach course.

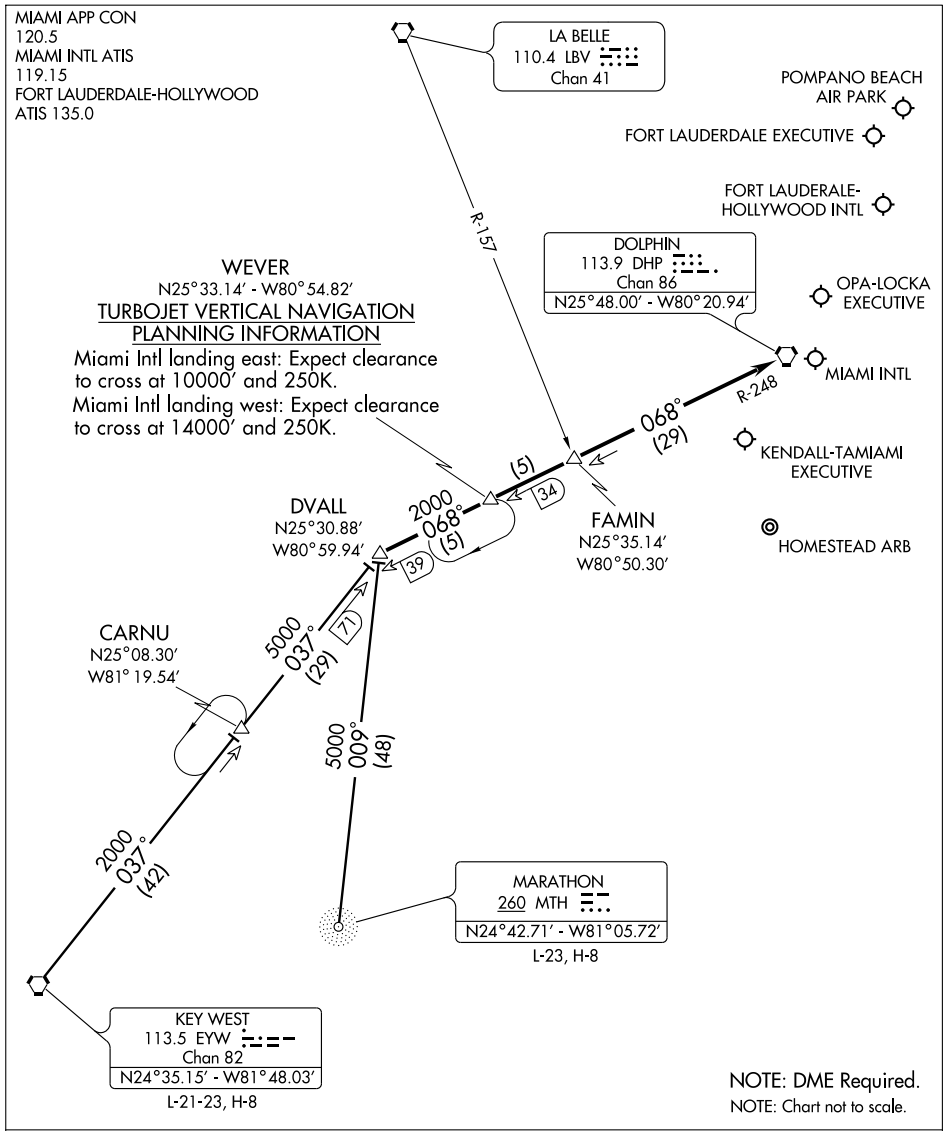
NOTE: DME or RNAV Required.

NOTE: Chart not to scale.

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

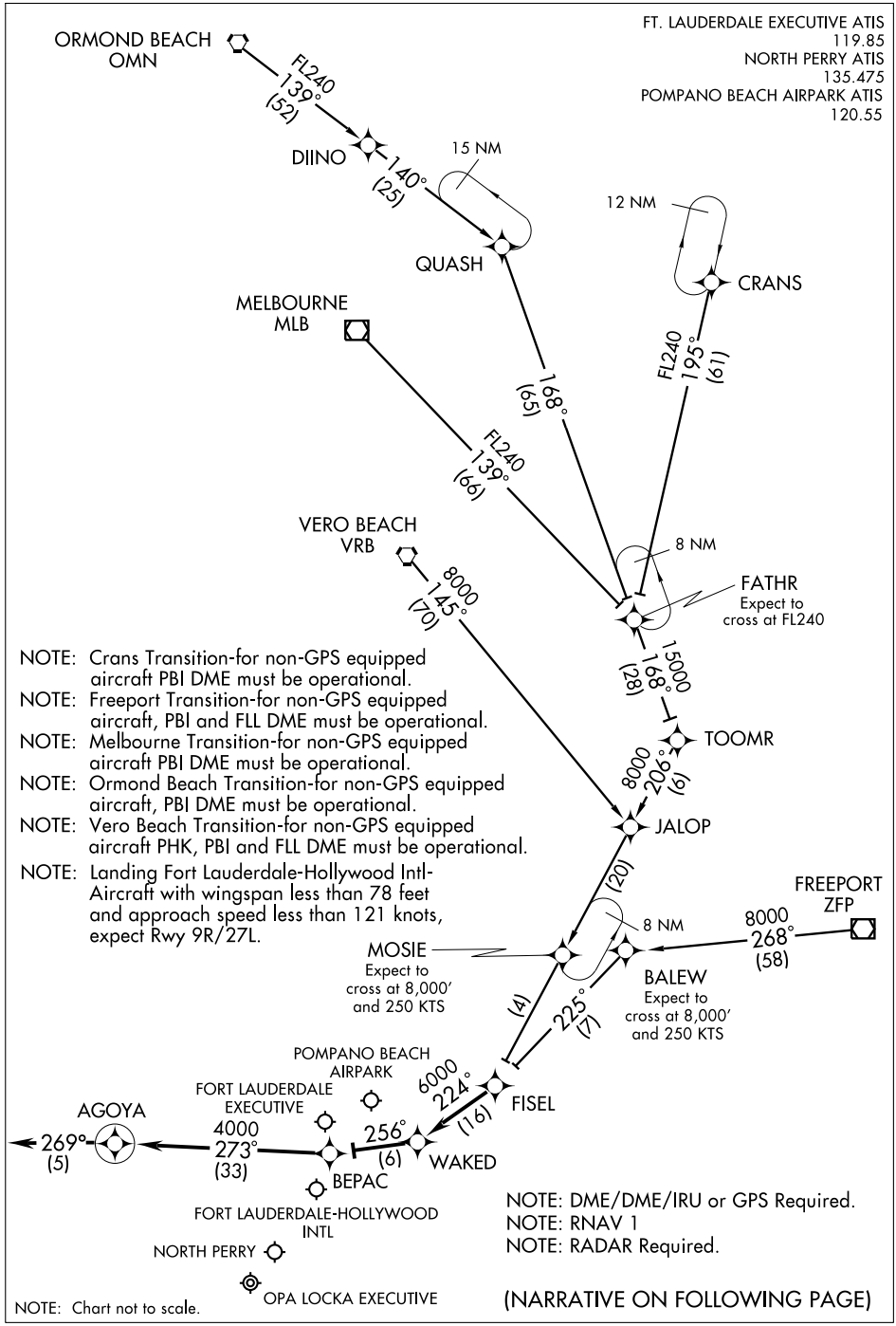
MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



NOTE: Crans Transition-for non-GPS equipped aircraft PBI DME must be operational.

NOTE: Freeport Transition-for non-GPS equipped aircraft, PBI and FLL DME must be operational.

NOTE: Melbourne Transition-for non-GPS equipped aircraft PBI DME must be operational.

NOTE: Ormond Beach Transition-for non-GPS equipped aircraft, PBI DME must be operational.

NOTE: Vero Beach Transition-for non-GPS equipped aircraft PHK, PBI and FLL DME must be operational.

NOTE: Landing Fort Lauderdale-Hollywood Intl-Aircraft with wingspan less than 78 feet and approach speed less than 121 knots, expect Rwy 9R/27L.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

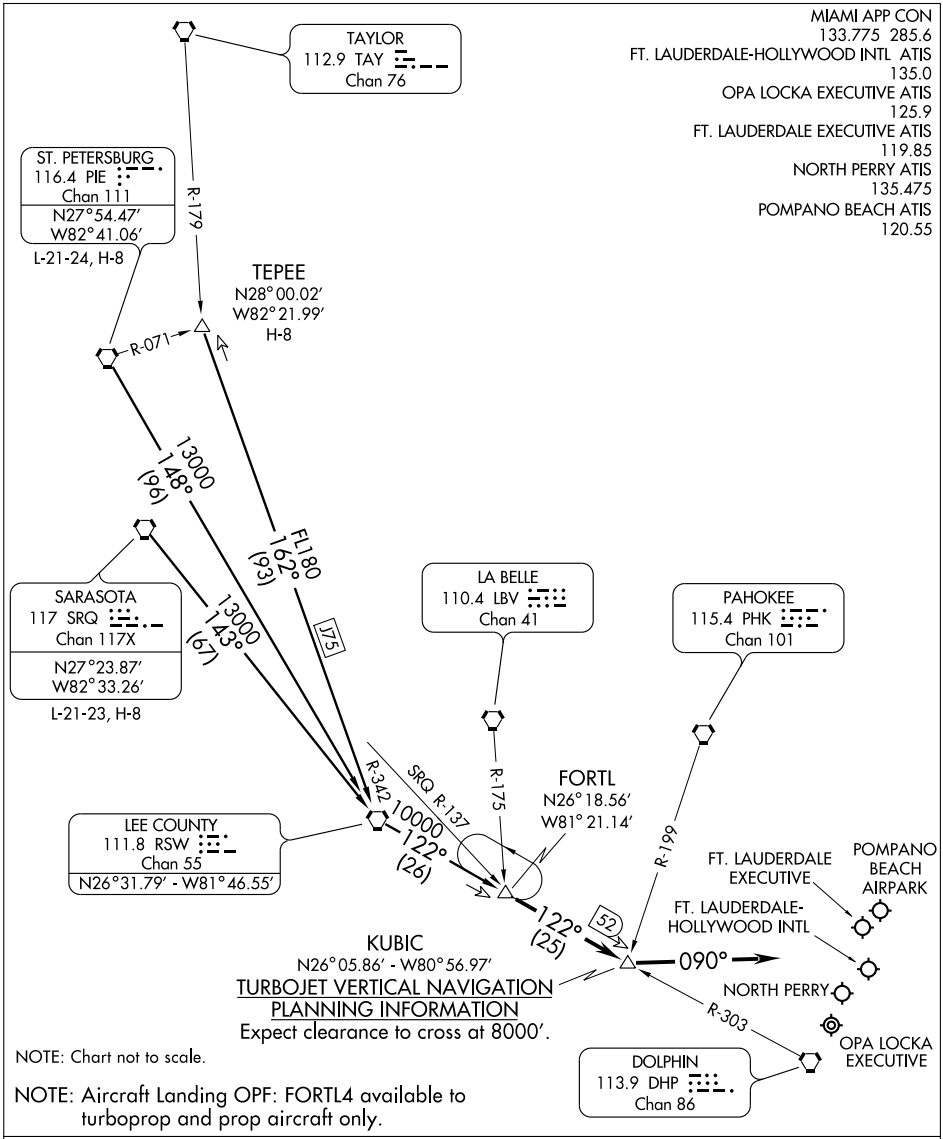
CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3. 03 JUN 2010 to 01 JUL 2010



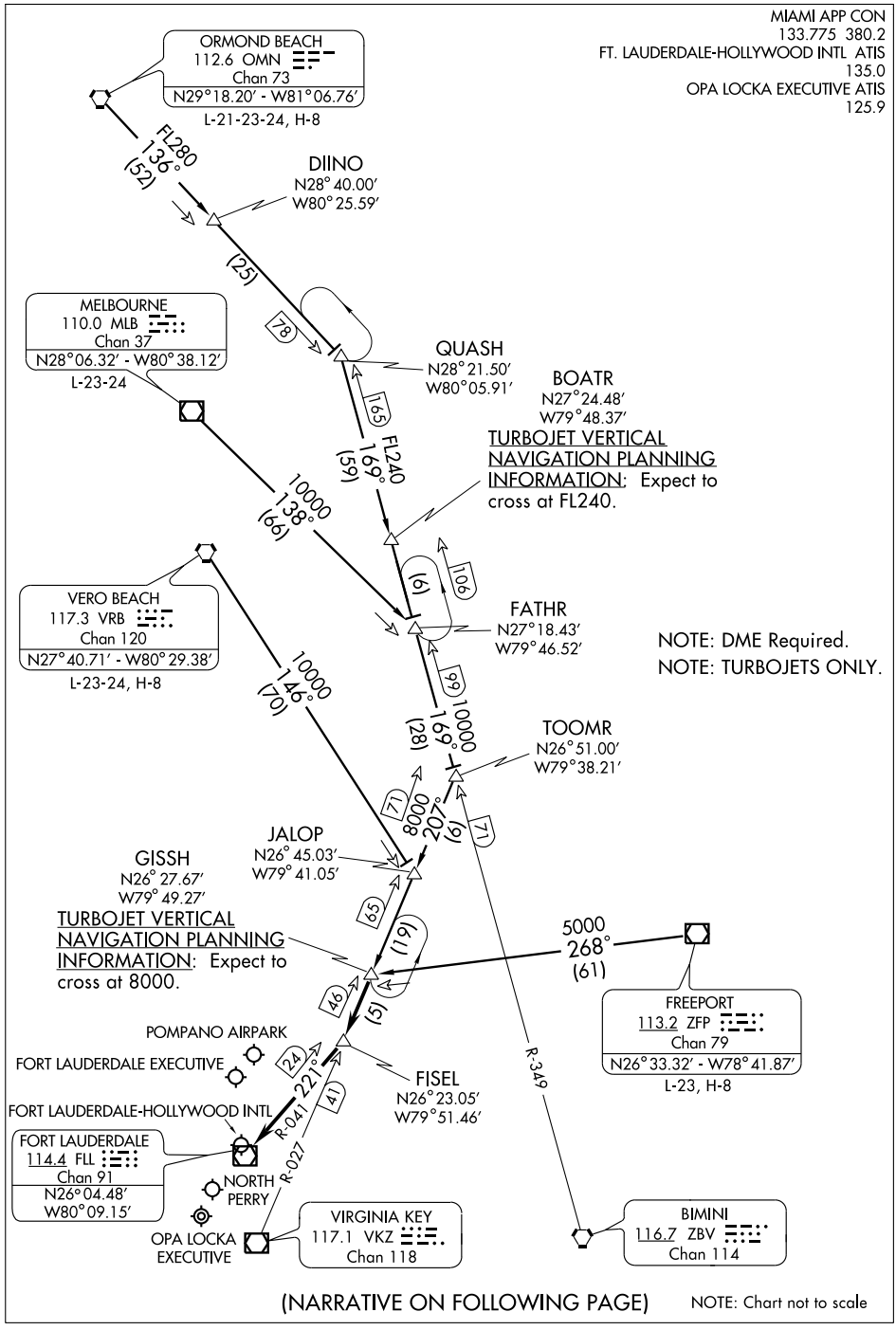
ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

MIAMI APP CON
133.775 380.2
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
OPA LOCKA EXECUTIVE ATIS
125.9



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

APP CRS	Rwy Idg	8002
089°	TDZE	8
	Apt Elev	8

GPS RWY 9L

MIAMI/OPA LOCKA EXECUTIVE (OPF)

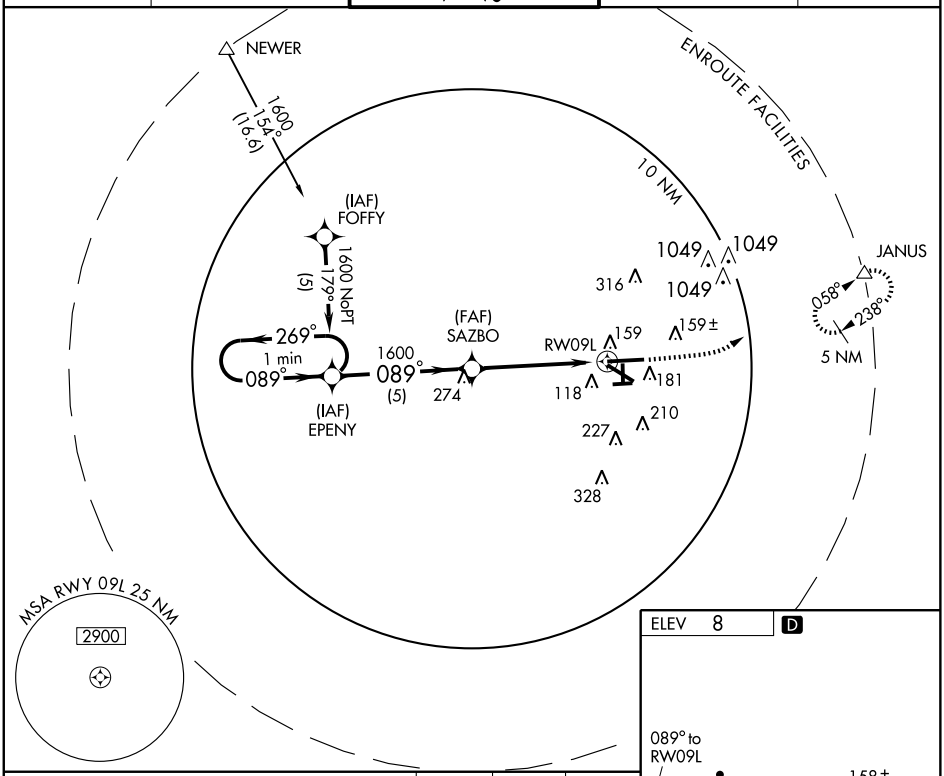
CAUTION: Lights on highway 0.7 miles north of airport may be mistaken for runway. For inoperative MALSR, increase S-9L Cat A/B visibility to 1 mile or S-9L Cat D visibility to 1¼. If local altimeter setting not received, use Miami Intl altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA. VDP NA when using Miami Intl altimeter setting.

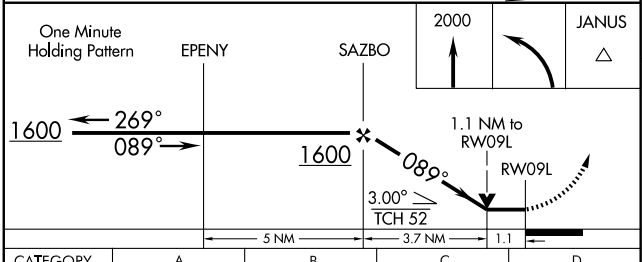
NA

MALSR

MISSED APPROACH: Climb to 2000 then turn left direct JANUS WP and hold.

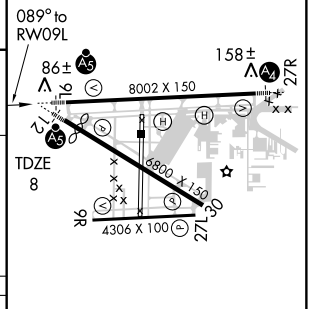
ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) L 360.8	121.9 336.4	119.2





CATEGORY	A	B	C	D
S-9L	420-¾ 412 (500-¾)			420-1 412 (500-1)
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	580-2 572 (600-2)

ELEV 8 D



MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	8002
269°	TDZE	8
	Apt Elev	8

GPS RWY 27R

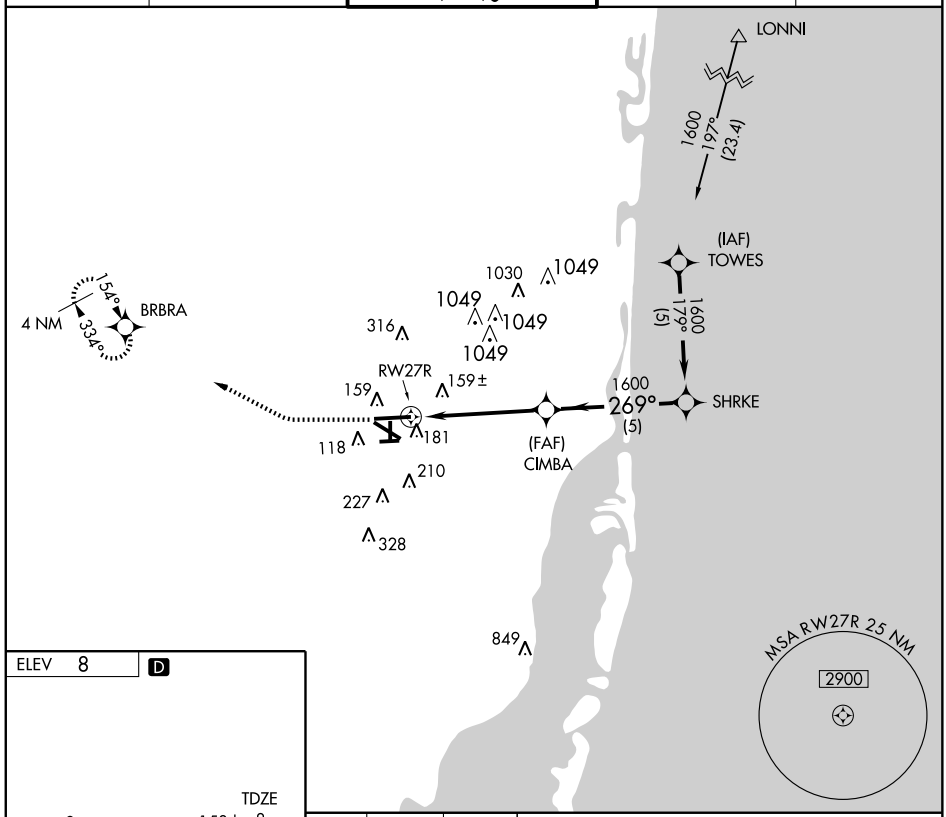
MIAMI / OPA LOCKA EXECUTIVE (OPF)

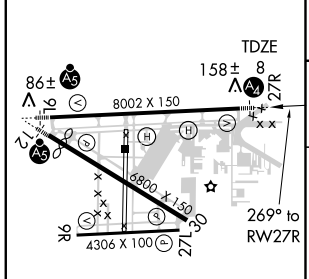
CAUTION: Lights on highway 0.7 miles north of airport may be mistaken for runway. Inoperative table does not apply. If local altimeter setting not received, use Miami Intl altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

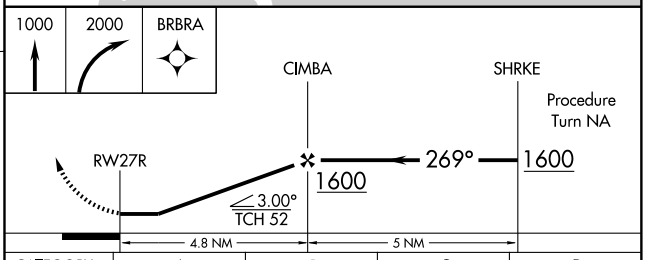
MALS NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BRBRA WP and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) L 360.8	121.9 336.4	119.2







CATEGORY	A	B	C	D
S-27R	480-1	472 (500-1)	480-1¼ 472 (500-1¼)	480-1½ 472 (500-1½)
CIRCLING	540-1	532 (600-1)	540-1½ 532 (600-1½)	580-2 572 (600-2)

MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PLJ	APP CRS	Rwy Idg	8002
111.35	269°	TDZE	8
Chan 50 (Y)		Apt Elev	8

ILS/DME RWY 27R

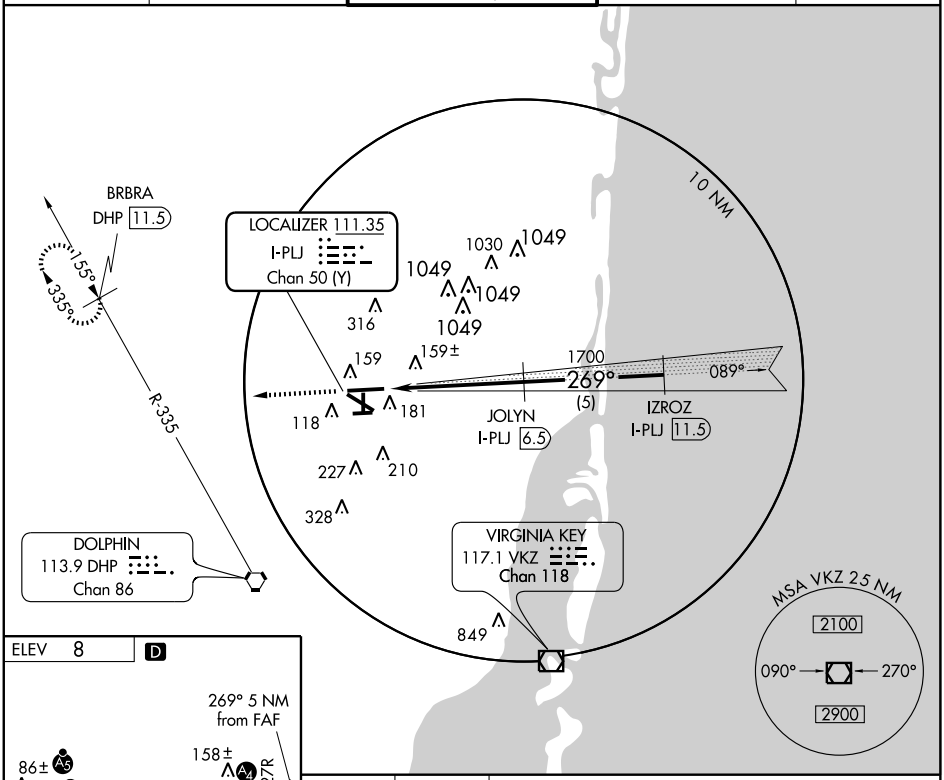
MIAMI / OPA LOCKA EXECUTIVE (OPF)

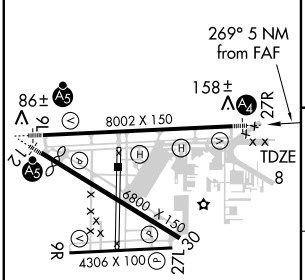
If local altimeter setting not received, use Miami Intl altimeter setting and increase all DH to 274 feet and MDAs 20 feet. RADAR Required. Inoperative table does not apply. Visibility reduction by helicopters NA. DME Required.

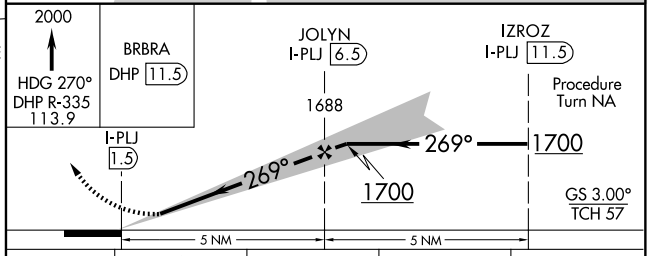
MALS

MISSED APPROACH: Climb to 2000 via heading 270° and DHP VORTAC R-335 to BRBRA/DHP 11.5 DME and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) Ⓛ 360.8	121.9 336.4	119.2







CATEGORY	A	B	C	D
S-ILS 27R	265-1	257 (300-1)		
S-LOC 27R	400-1	392 (400-1)		400-1¼ 392 (400-1¼)
CIRCLING	540-1	532 (600-1)	540-1½ 532 (600-1½)	580-2 572 (600-2)

MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-OPF	APP CRS	Rwy Idg	8002
110.5	089°	TDZE	8
		Apt Elev	8

ILS RWY 9L

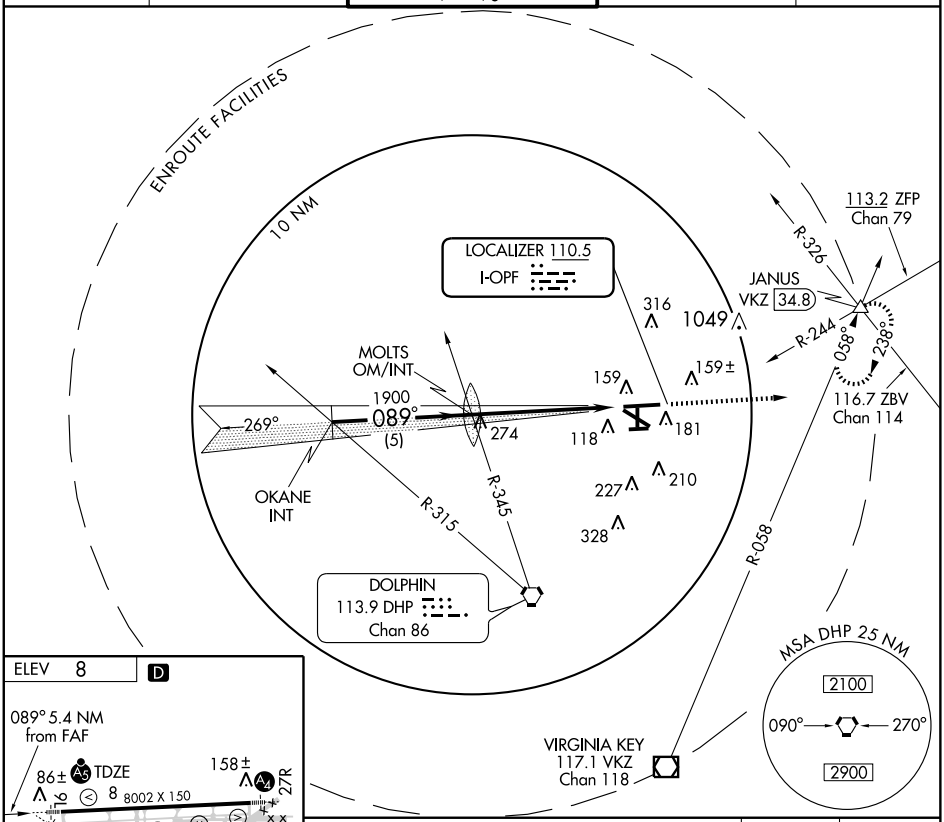
MIAMI/OPA LOCKA EXECUTIVE (OPF)

If local altimeter setting not received, use Miami Intl altimeter setting and increase DH to 224 feet and all MDAs 20 feet.
CAUTION: Lights on highway 0.7 NM north of airport may be mistaken for runway. RADAR REQUIRED

MALSR

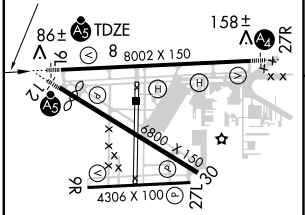
MISSED APPROACH: Climb to 2000 via heading 090° and VKZ R-058 to JANUS Int/VKZ 34.8 DME and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) L 360.8	121.9 336.4	119.2



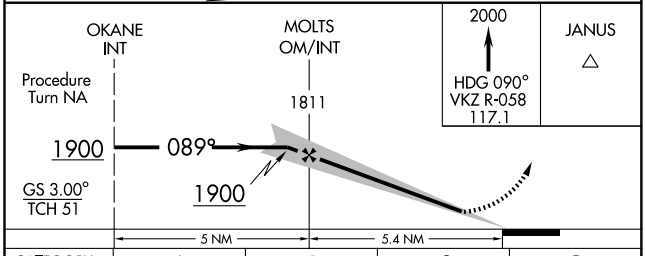
ELEV 8 D

089° 5.4 NM from FAF



MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 9L	208-½ 200 (200-½)			
S-LOC 9L	420-½ 412 (500-½)		420-¾ 412 (500-¾)	
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	580-2 572 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-OLX	APP CRS	Rwy Idg	6000
111.55	124°	TDZE	8
Chan 52 (Y)		Apt Elev	8

ILS RWY 12

MIAMI/OPA LOCKA EXECUTIVE (OPF)

If local altimeter setting not received, use Miami Intl altimeter setting and increase DH to 224 feet and all MDAs 20 feet. RADAR REQUIRED

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via heading 090° and VKZ R-058 to JANUS Int/VKZ 34.8 DME and hold.

ATIS	MIAMI APP CON	OPA LOCKA TOWER ★	GND CON	CLNC DEL
125.9	128.6 255.6	120.7 (CTAF) Ⓛ 360.8	121.9 336.4	119.2

ENROUTE FACILITIES

10 NM

JARNO INT
I-OLX 11.2

304°

1700

124°

(5)

LOCALIZER 111.55
I-OLX
Chan 52 (Y)

HAUSR INT
I-OLX 6.2

R-341

R-359

R-326

R-244

R-058

113.2 ZFP
Chan 79

JANUS
VKZ 34.8

058°

238°

116.7 ZBV
Chan 114

1030

1049

1049

1049

316

159

159±

181

118

227

210

328

DOLPHIN
113.9 DHP
Chan 86

MSA DHP 25 NM

2100

090° 270°

2900

VIRGINIA KEY
117.1 VKZ
Chan 118

ELEV 8 D

124° 5 NM from FAF

TDZE 8

86±

158±

8002 X 150

6800 X 150

4306 X 100

27R

9R

27L

30

12

MIRL Rwy 9R-27L
HIRL Rwys 9L-27R and 12-30

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

JARNO INT
I-OLX 11.2

HAUSR INT
I-OLX 6.2

Procedure Turn NA

1700

124°

1677

1700

GS 3.00°
TCH 53

5 NM 5 NM

800

2000

JANUS

HDG 090°
VKZ R-058
117.1

Disregard MM indications.

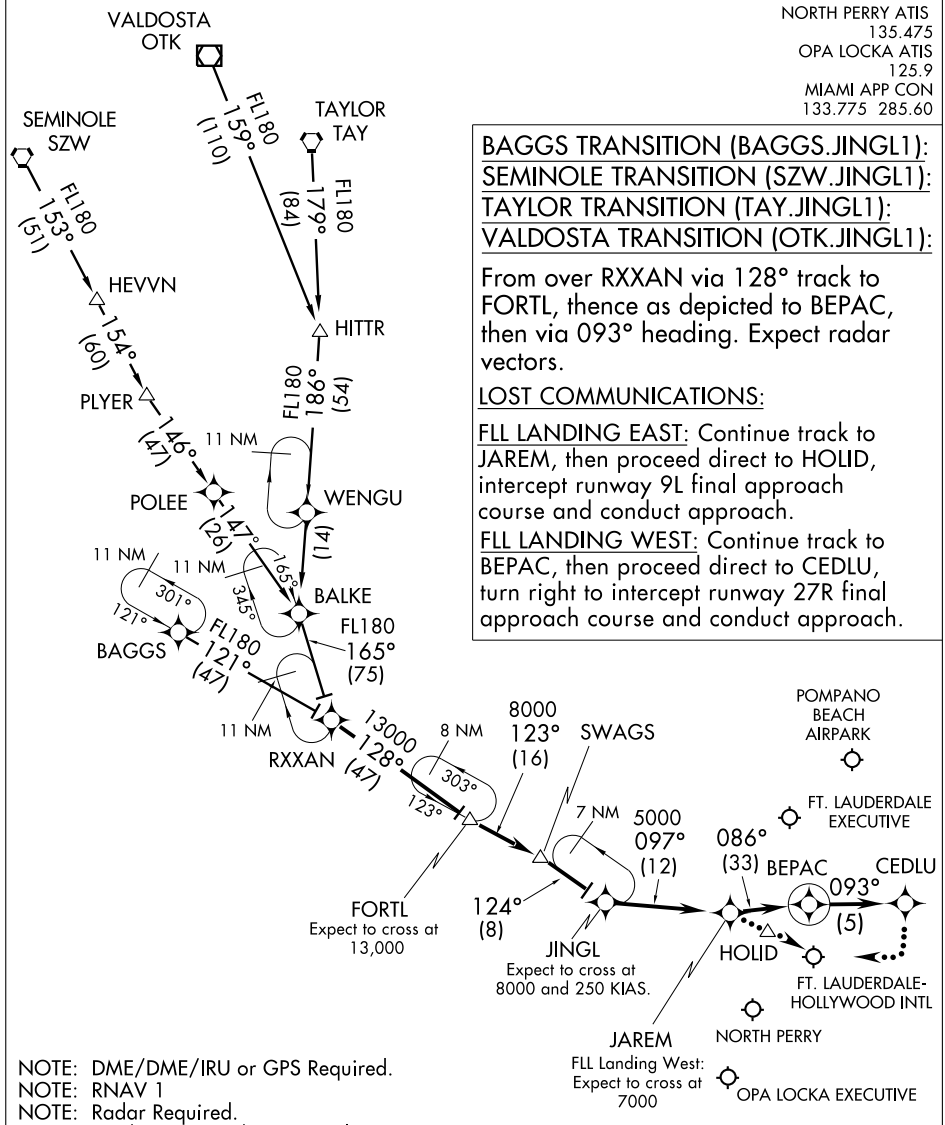
CATEGORY	A	B	C	D
S-ILS 12	208-½ 200 (200-½)			
S-LOC 12	500-½ 492 (500-½)		500-¾ 492 (500-¾)	500-1 492 (500-1)
CIRCLING	540-1 532 (600-1)		540-1½ 532 (600-1½)	580-2 572 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS 135.0
FT. LAUDERDALE EXECUTIVE ATIS 119.85
POMPANO BEACH AIRPARK ATIS 120.55
NORTH PERRY ATIS 135.475
OPA LOCKA ATIS 125.9
MIAMI APP CON 133.775 285.60



BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

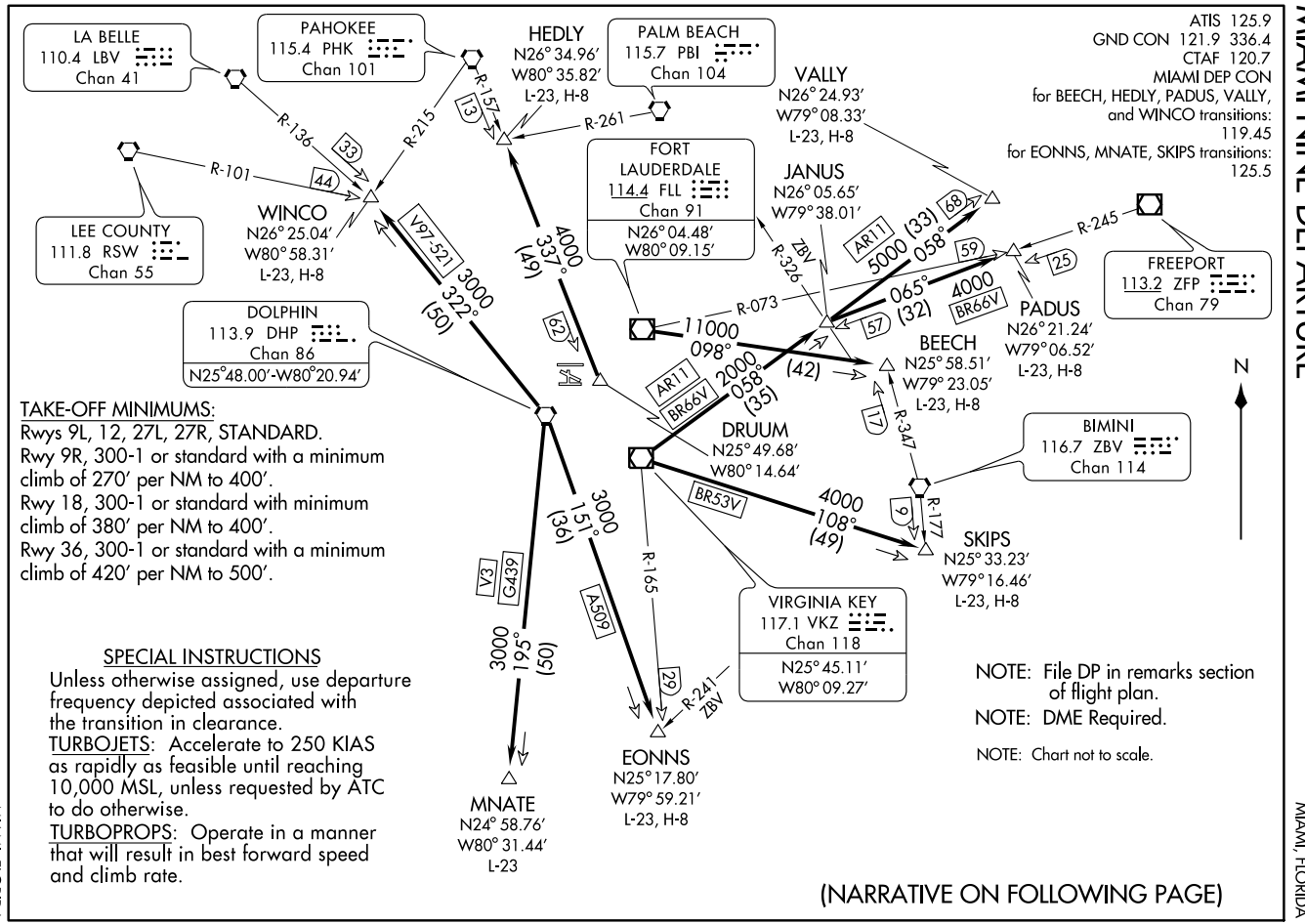
FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010


ATIS 125.9
GND CON 121.9 336.4
CTAF 120.7
MIAMI DEP CON
for BEECH, HEDLY, PADUS, VALLY, and WINCO transitions: 119.45
for EONNS, MNATE, SKIPS transitions: 125.5
LA BELLE
110.4 LBV
Chan 41
PAHOKEE
115.4 PHK
Chan 101
HEDLY
N26° 34.96'
W80° 35.82'
L-23, H-8
PALM BEACH
115.7 PBI
Chan 104
VALLY
N26° 24.93'
W79° 08.33'
L-23, H-8
LEE COUNTY
111.8 RSW
Chan 55
WINCO
N26° 25.04'
W80° 58.31'
L-23, H-8
FORT LAUDERDALE
114.4 FLL
Chan 91
N26° 04.48'
W80° 09.15'
JANUS
N26° 05.65'
W79° 38.01'
FREEPORT
113.2 ZFP
Chan 79
DOLPHIN
113.9 DHP
Chan 86
N25° 48.00'-W80° 20.94'
PADUS
N26° 21.24'
W79° 06.52'
L-23, H-8
BEECH
N25° 58.51'
W79° 23.05'
L-23, H-8
DRUUM
N25° 49.68'
W80° 14.64'
BIMINI
116.7 ZBV
Chan 114
SKIPS
N25° 33.23'
W79° 16.46'
L-23, H-8
VIRGINIA KEY
117.1 VKZ
Chan 118
N25° 45.11'
W80° 09.27'
EONNS
N25° 17.80'
W79° 59.21'
L-23, H-8
MNATE
N24° 58.76'
W80° 31.44'
L-23
R-136
R-215
R-101
R-157
R-261
R-326
R-245
R-073
R-347
R-177
R-165
R-241
4000 337° (49)
3000 322° (50)
3000 151° (36)
3000 195° (50)
11000 098° (42)
2000 058° (35)
4000 108° (49)
5000 058° (33)
4000 065° (32)
V97-521
AR11
BR66V
BR53V
V3
G439
A509
ZBV
N
TAKE-OFF MINIMUMS:
Rwys 9L, 12, 27L, 27R, STANDARD.
Rwy 9R, 300-1 or standard with a minimum climb of 270' per NM to 400'.
Rwy 18, 300-1 or standard with minimum climb of 380' per NM to 400'.
Rwy 36, 300-1 or standard with a minimum climb of 420' per NM to 500'.
SPECIAL INSTRUCTIONS
Unless otherwise assigned, use departure frequency depicted associated with the transition in clearance.
TURBOJETS: Accelerate to 250 KIAS as rapidly as feasible until reaching 10,000 MSL, unless requested by ATC to do otherwise.
TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.
NOTE: File DP in remarks section of flight plan.
NOTE: DME Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading or as assigned. Maintain 2000 feet or assigned higher altitude and expect vectors to appropriate transition.
Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME fix via PHK R-157 to HEDLY INT. Thence as filed.
MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP R-245 to PADUS DME FIX. Thence as filed.
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.
VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

SE-3, 03 JUN 2010 to 01 JUL 2010

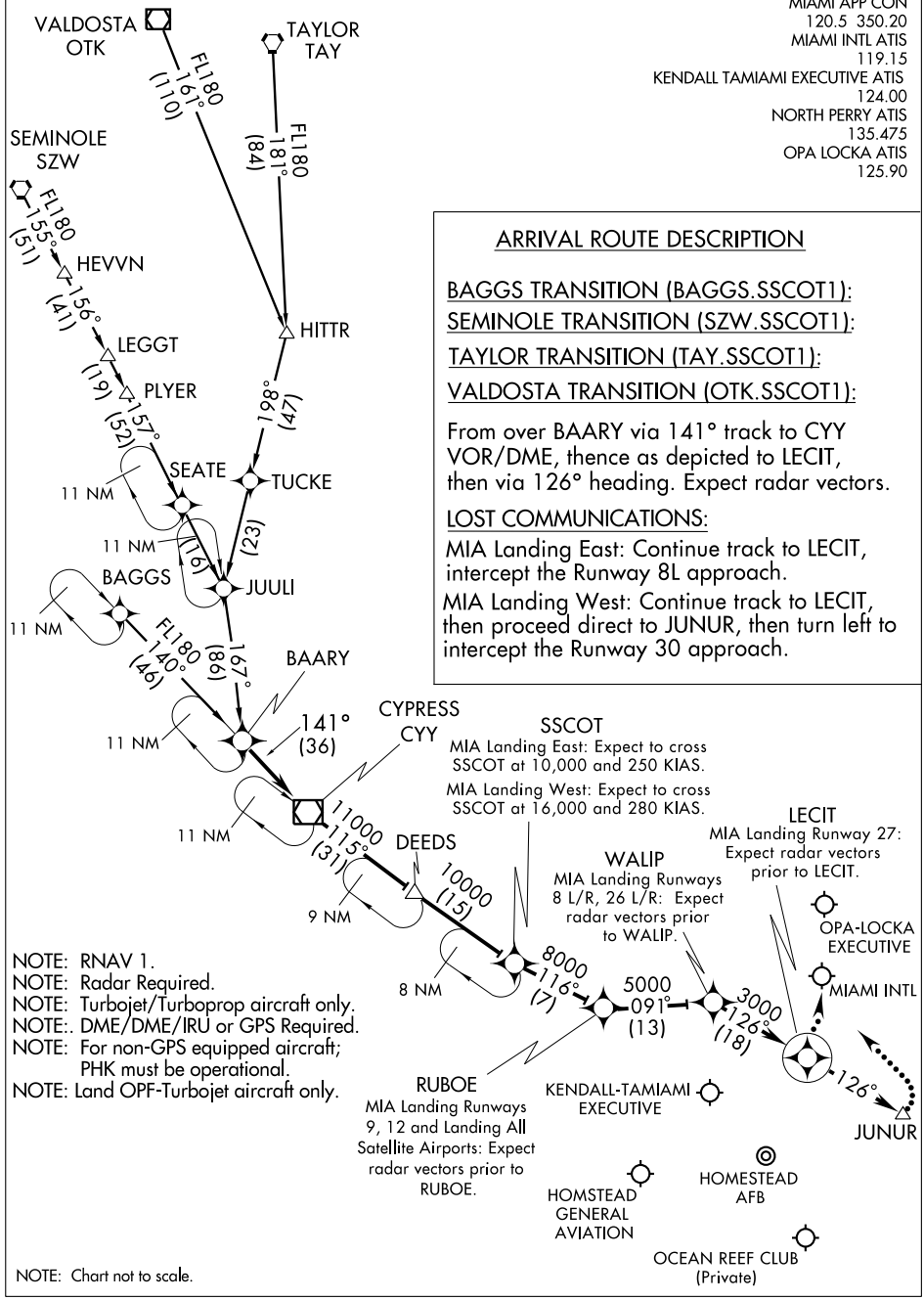
(SSCOT.SSCOT1) 08325

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA

MIAMI APP CON
120.5 350.20
MIAMI INTL ATIS
119.15
KENDALL TAMIAMI EXECUTIVE ATIS
124.00
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.90



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

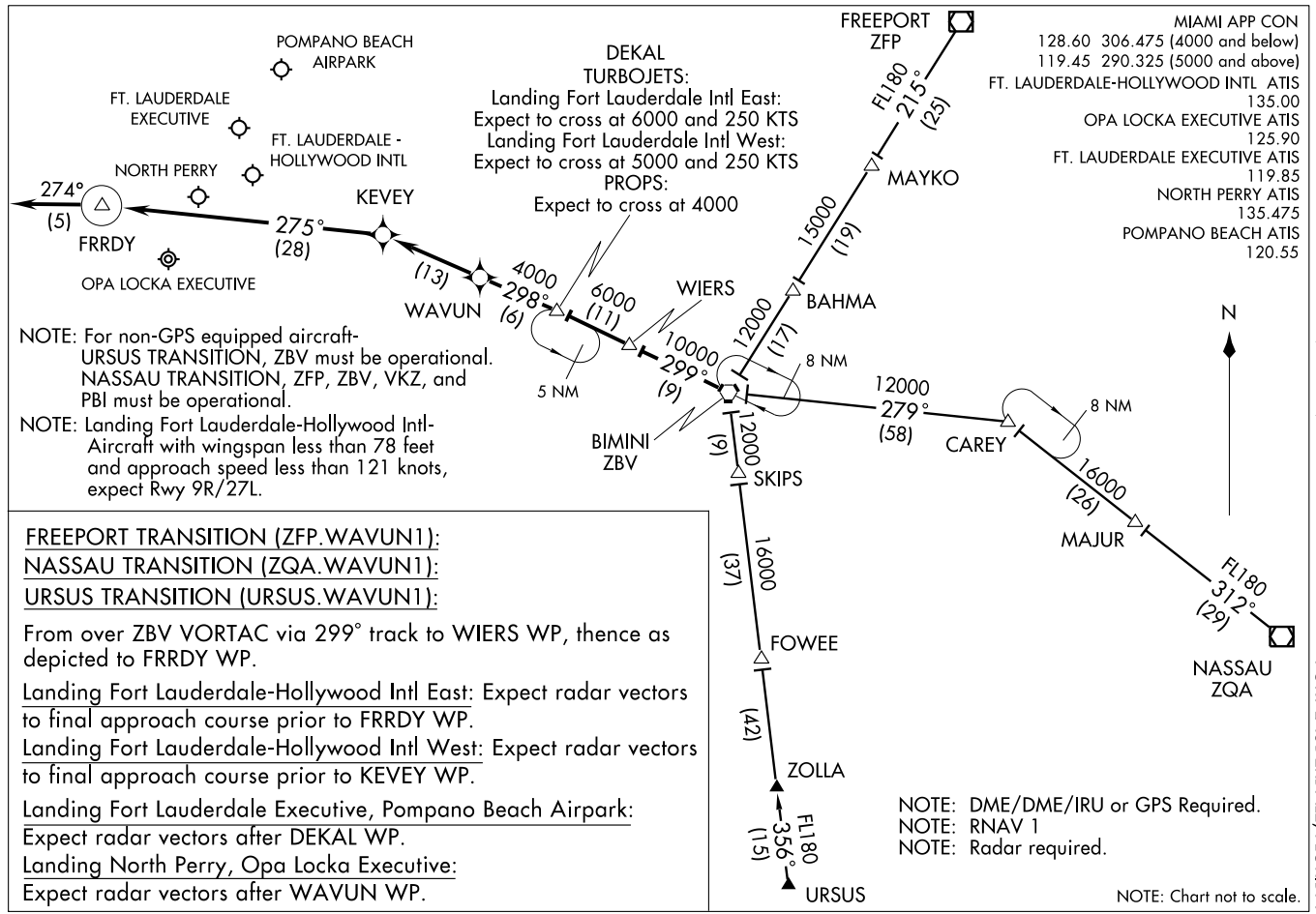
MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

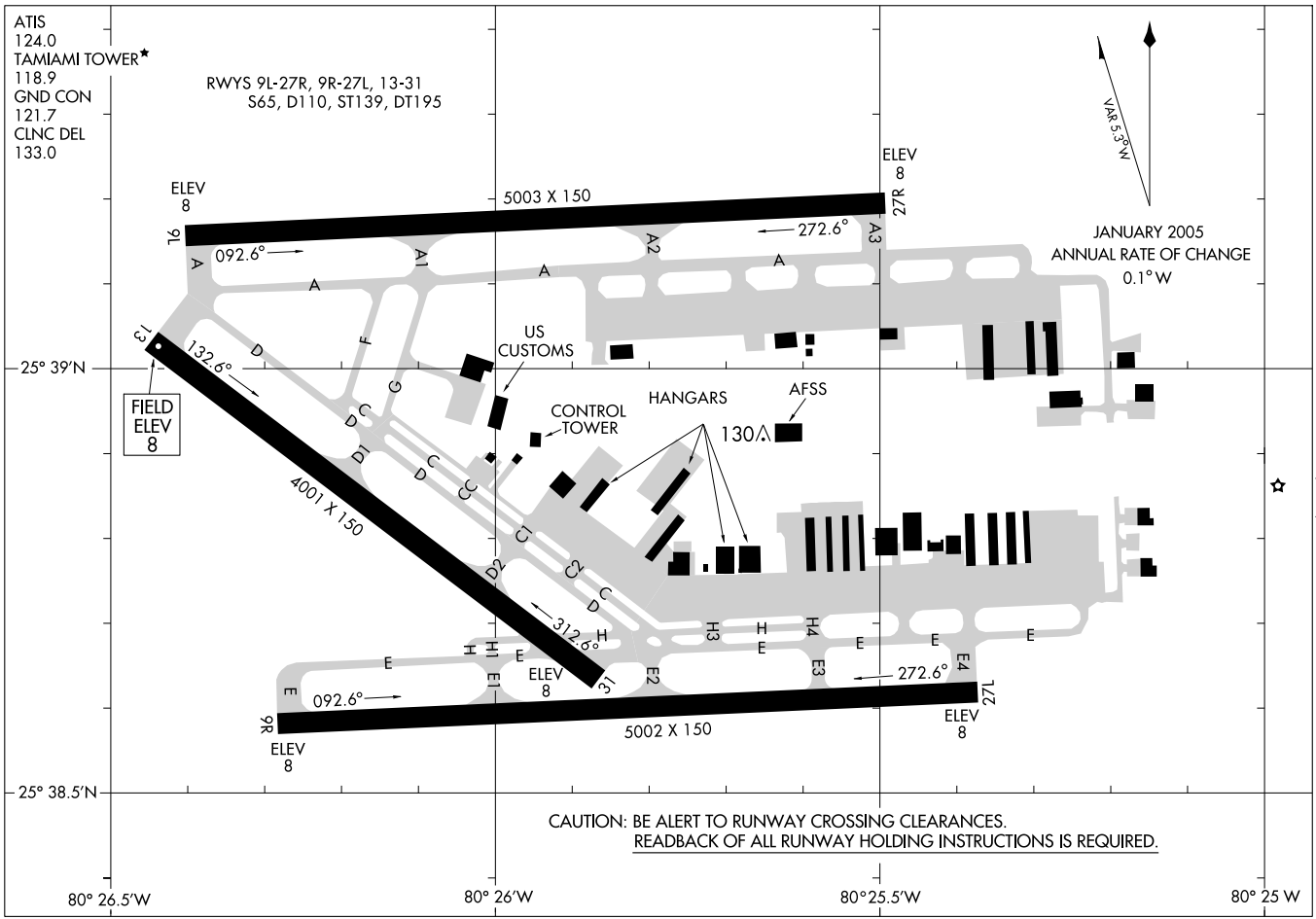


(WAVUN.WAVUN1) 08157

WAVUN ONE ARRIVAL (RNAV)

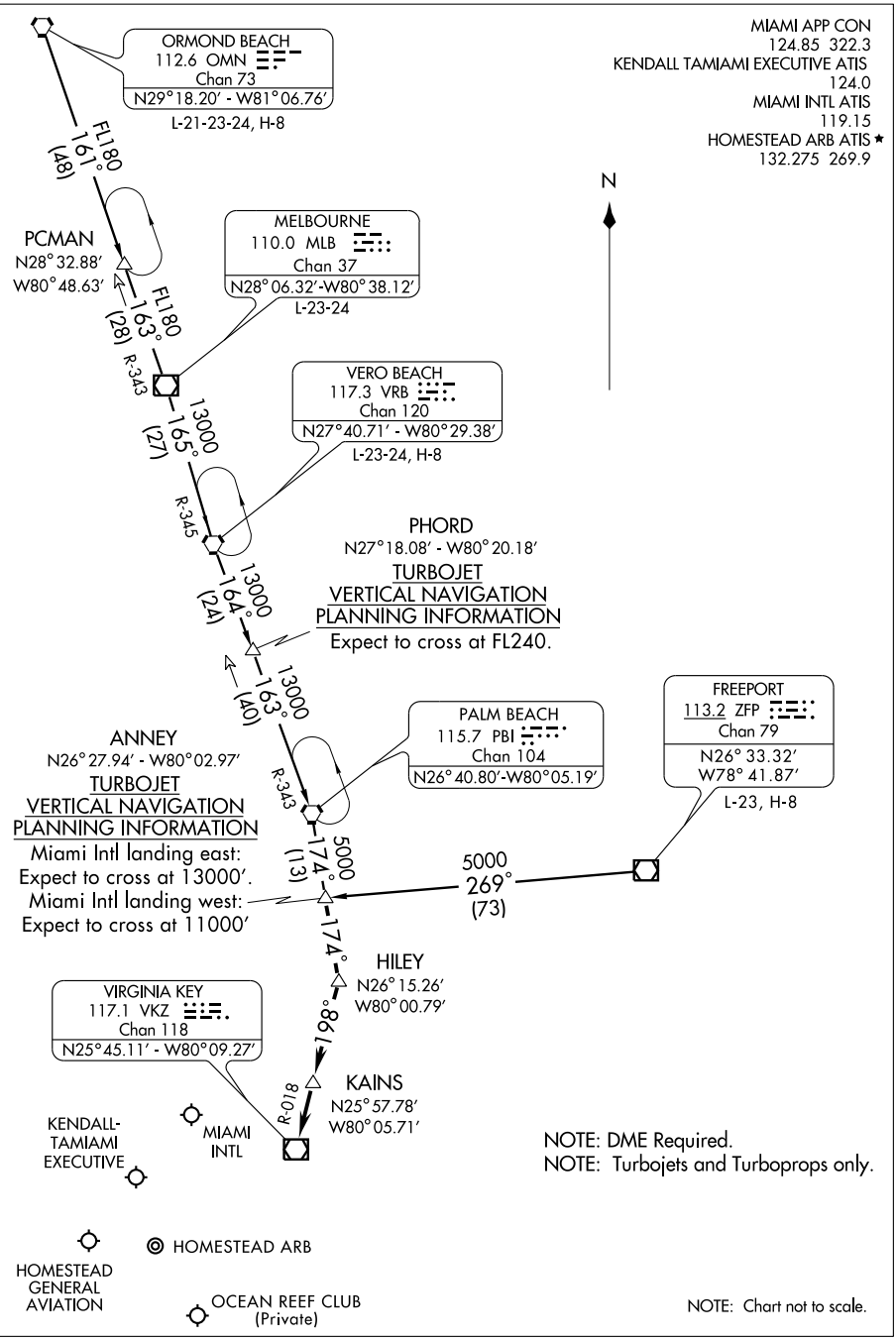
ST-744 (FAA)

FORT LAUDERDALE, FLORIDA


ATIS
124.0
TAMIAMI TOWER★
118.9
GND CON
121.7
CLNC DEL
133.0
RWYS 9L-27R, 9R-27L, 13-31
S65, D110, ST139, DT195
VAR 5.3°W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W
ELEV 8
5003 X 150
092.6°
272.6°
US CUSTOMS
CONTROL TOWER
HANGARS
AFSS
130
FIELD ELEV 8
132.6°
4001 X 150
312.6°
5002 X 150
25° 39'N
25° 38.5'N
80° 26.5'W
80° 26'W
80° 25.5'W
80° 25 W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ANNEY ONE ARRIVAL

MIAMI, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

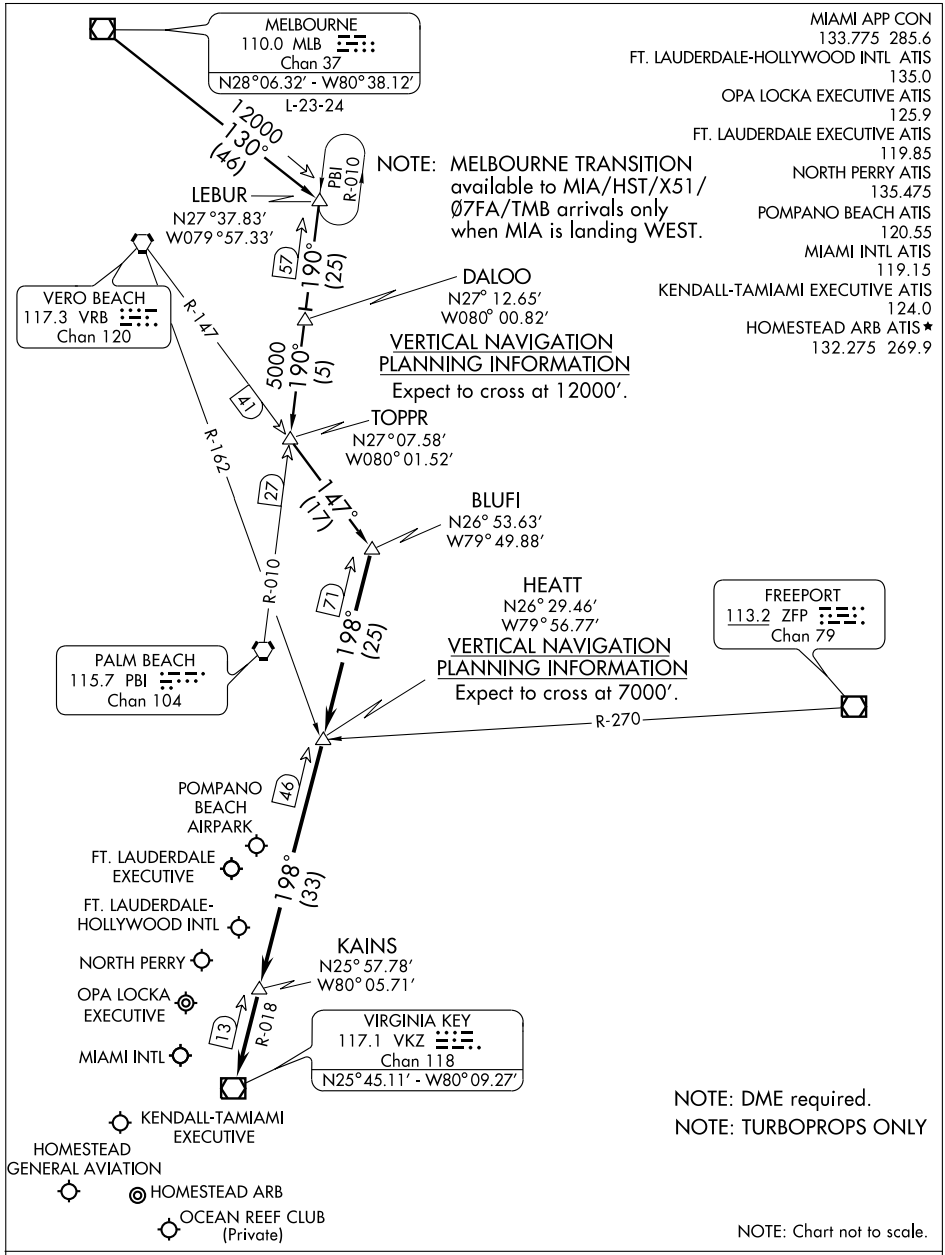
ANNEY ONE ARRIVAL (ANNEY.ANNEY1)

ARRIVAL ROUTE DESCRIPTION

FREEPORT TRANSITION (ZFP.ANNEY1): From over ZFP VOR/DME via ZFP R-269 to ANNEY INT. Thence . . . .
MELBOURNE TRANSITION (MLB.ANNEY1): From over MLB VOR/DME via MLB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
ORMOND BEACH TRANSITION (OMN.ANNEY1): From over OMN VORTAC via OMN R-161 to PCMAN INT, then via MLB R-343 to MLB VORTAC then via VRB R-165 to VRB VORTAC, then via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .
VERO BEACH TRANSITION (VRB.ANNEY1): From over VRB VORTAC via VRB R-164 to PHORD INT, then via PBI R-343 to PBI VORTAC, then via PBI R-174 to ANNEY INT. Thence . . . .

. . . From over ANNEY, then via PBI R-174 to HILEY, then via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS.

SE-3, 03 JUN 2010 to 01 JUL 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

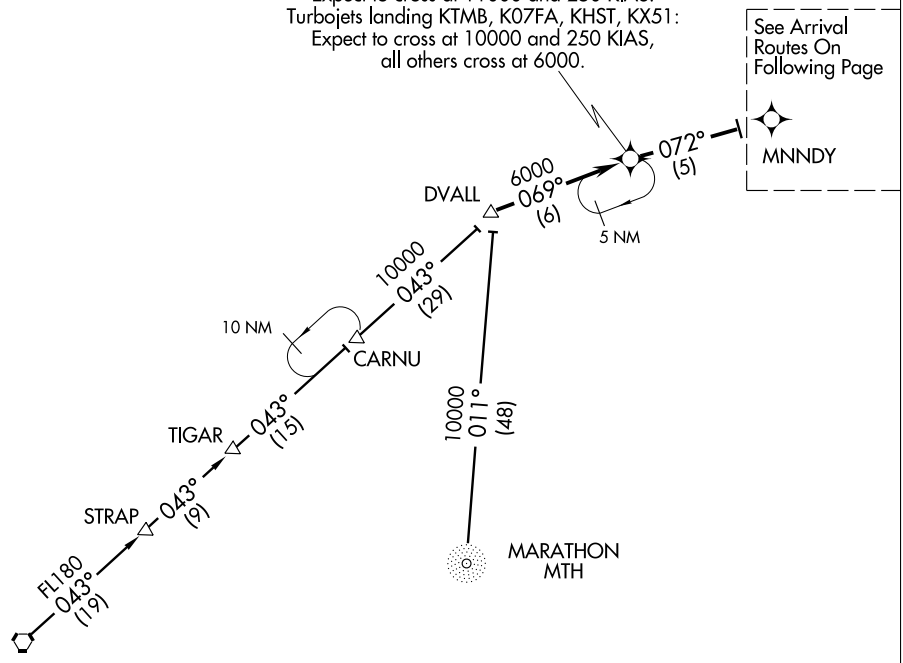
CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.

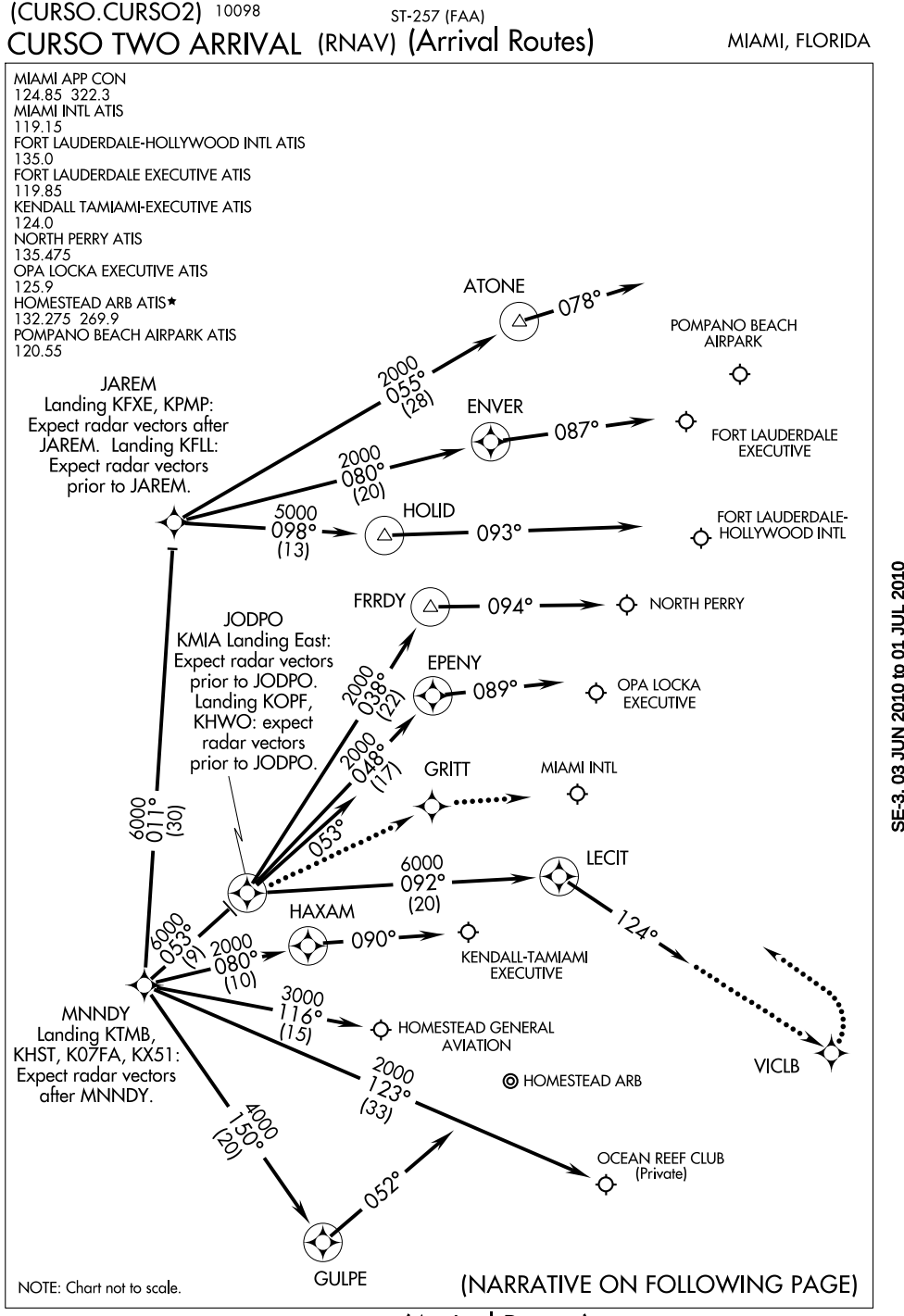


NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

CURSO TWO ARRIVAL (RNAV) (Arrival Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

LOST COMMUNICATIONS:

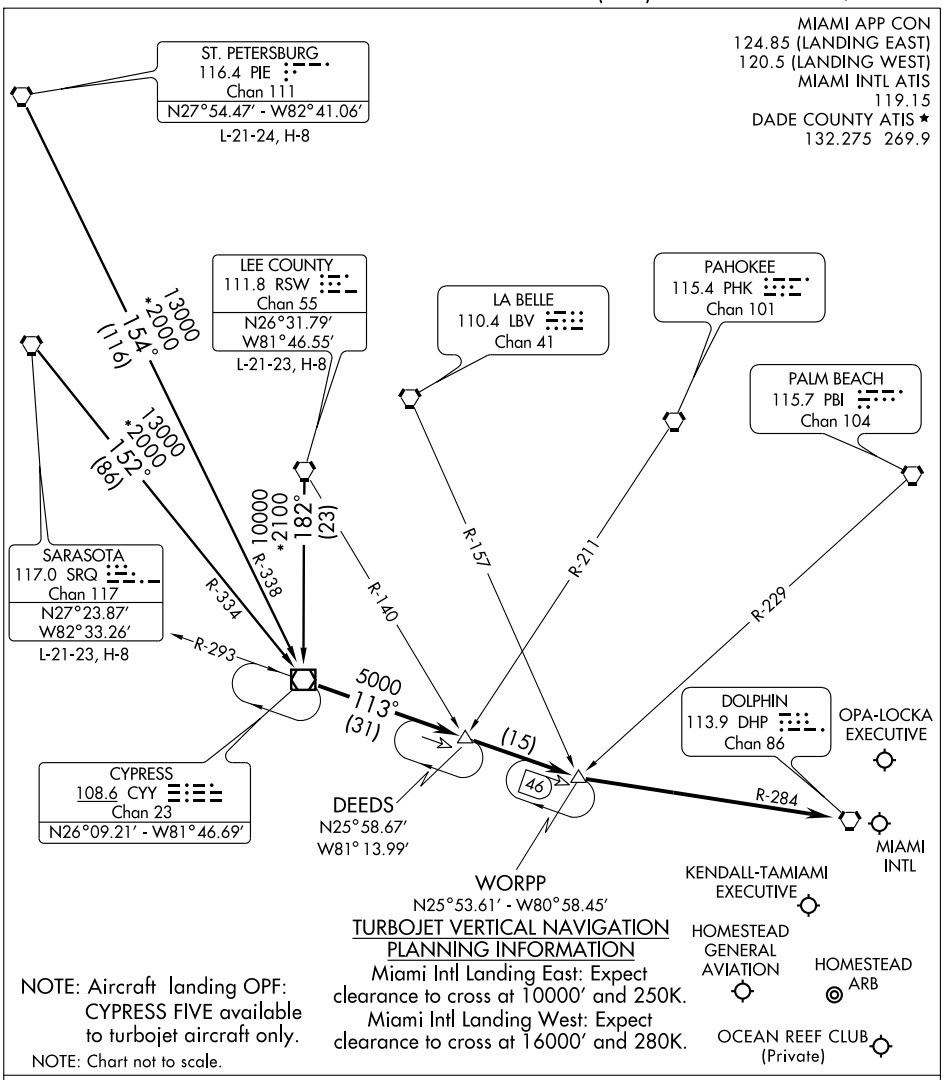
KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

CYPRESS FIVE ARRIVAL

ST-257 (FAA)

MIAMI, FLORIDA



LEE COUNTY TRANSITION (RSW.CYY5): From over RSW VORTAC via RSW R-182 to CYY VOR/DME. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.CYY5): From over PIE VORTAC via PIE R-154 and CYY R-338 to CYY VOR/DME. Thence. . . .

SARASOTA TRANSITION (SRQ.CYY5): From over SRQ VORTAC via SRQ R-152 and CYY R-344 to CYY VOR/DME. Thence. . . .

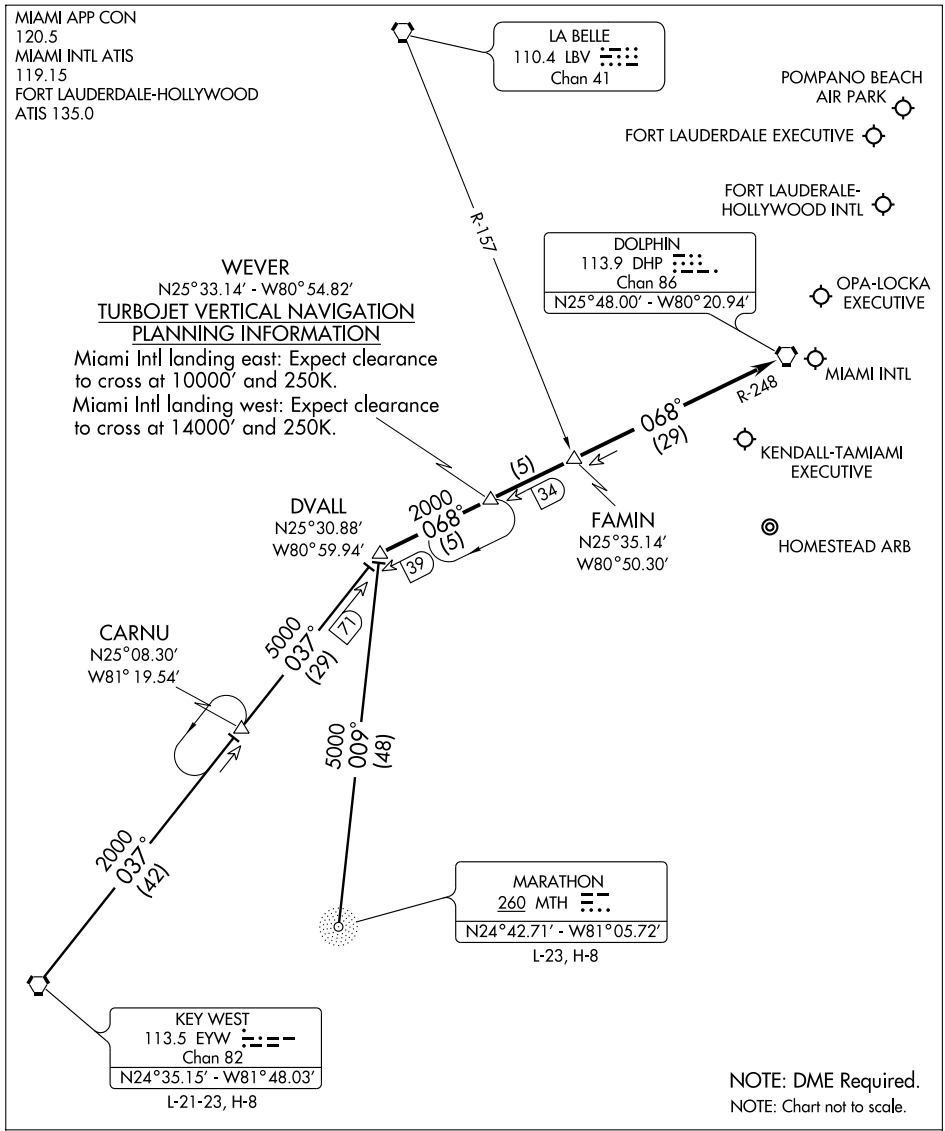
. . . .From over CYY VOR/DME via CYY R-113 to WORPP INT, then via DHP R-284 to DHP VORTAC. Expect radar vectors to final approach course.

SE-3, 03 JUN 2010 to 01 JUL 2010

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA

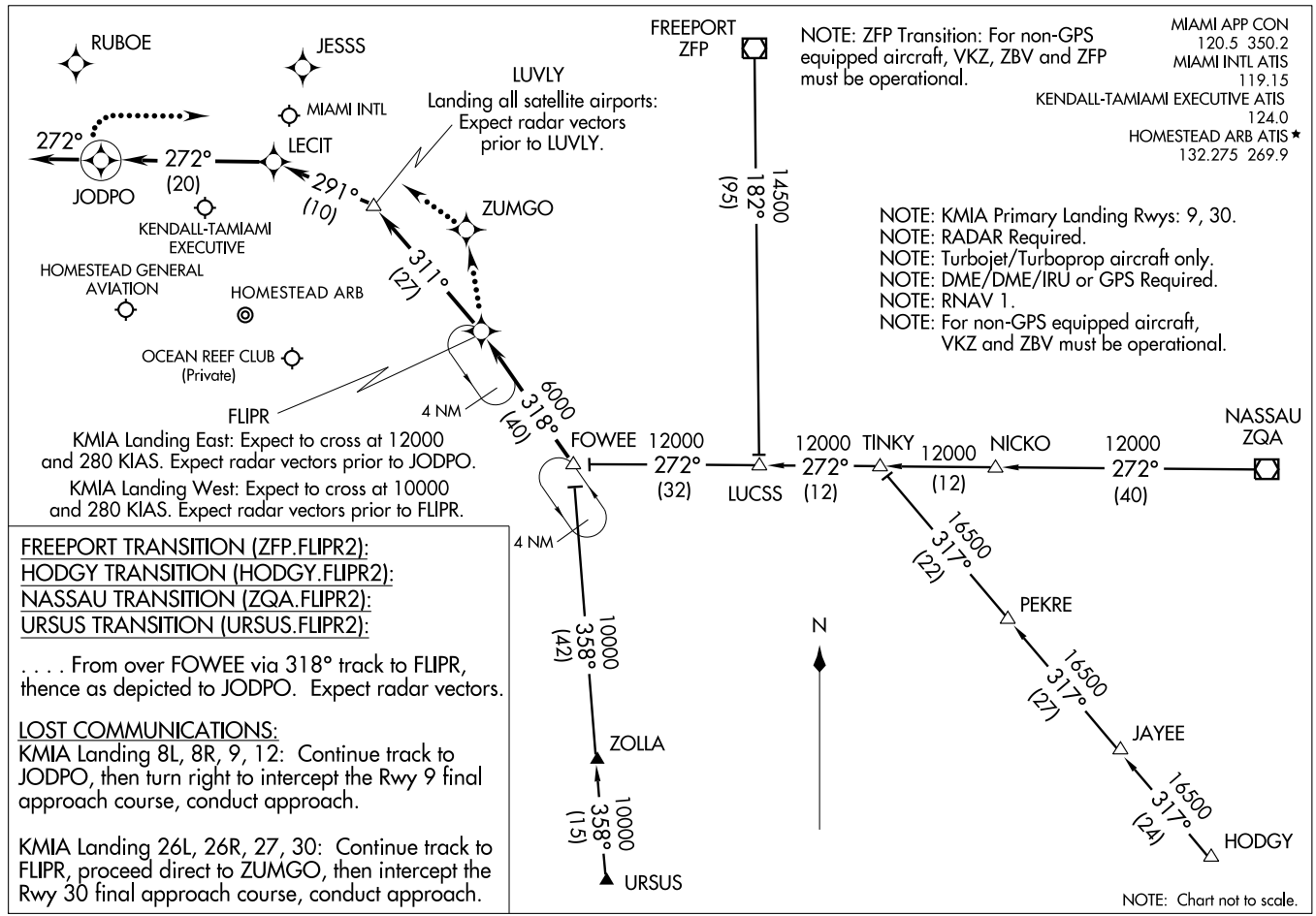


KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

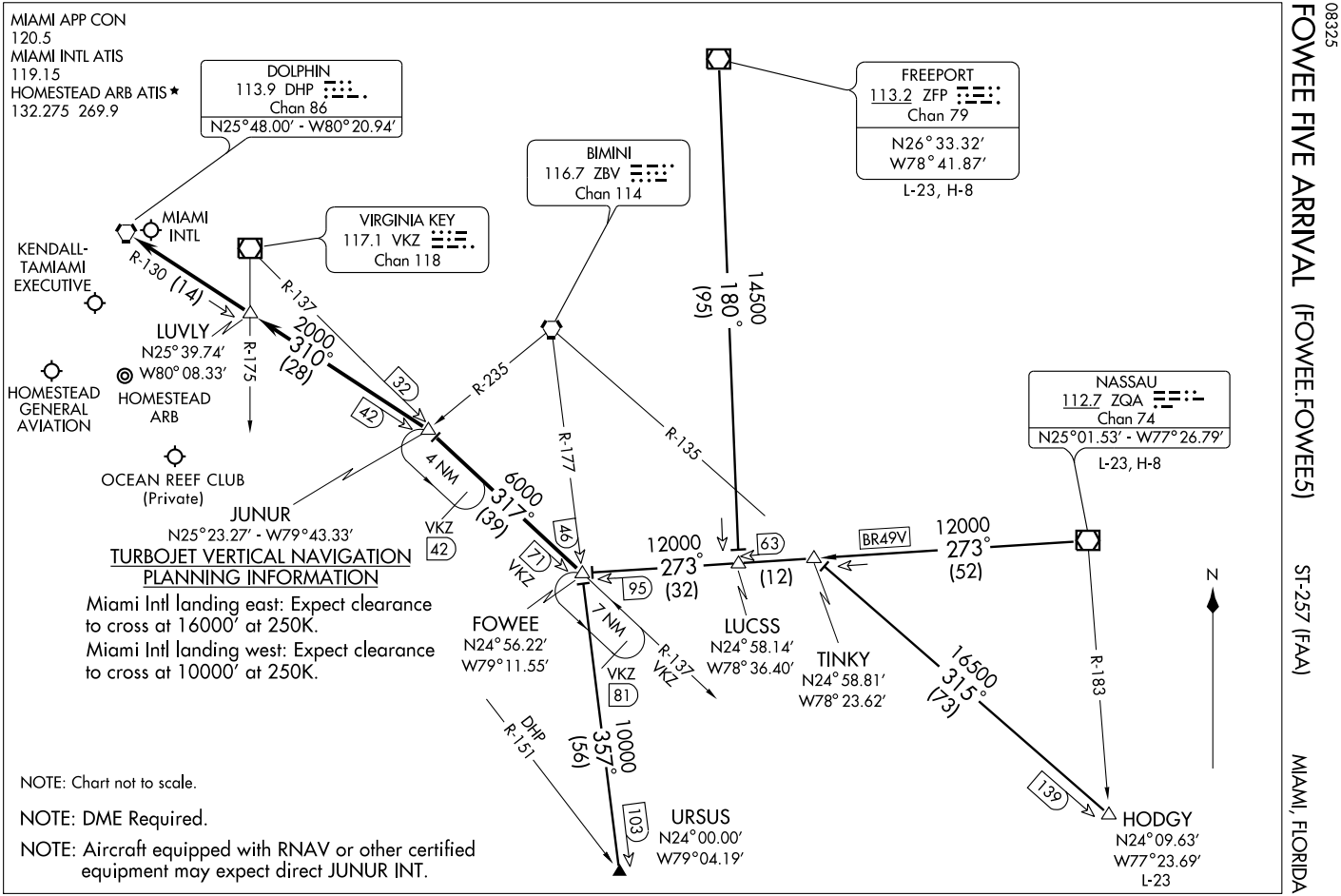
MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 03 JUN 2010 to 01 JUL 2010


FLIPR TWO ARRIVAL (RNAV)
(FLIPR.FLIPR2) 10098
SI-257 (FAA)
MIAMI, FLORIDA
MIAMI APP CON
120.5 350.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9
NOTE: ZFP Transition: For non-GPS equipped aircraft, VKZ, ZBV and ZFP must be operational.
NOTE: KMIA Primary Landing Rwys: 9, 30.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft, VKZ and ZBV must be operational.
RUBOE
JESSS
MIAMI INTL
LECIT
JODPO
272°
272°
(20)
291°
(10)
LUVLY
Landing all satellite airports:
Expect radar vectors prior to LUVLY.
ZUMGO
311°
(27)
KENDALL-TAMIAMI EXECUTIVE
HOMESTEAD GENERAL AVIATION
HOMESTEAD ARB
OCEAN REEF CLUB
(Private)
FLIPR
4 NM
6000
318°
(40)
KMIA Landing East: Expect to cross at 12000 and 280 KIAS. Expect radar vectors prior to JODPO.
KMIA Landing West: Expect to cross at 10000 and 280 KIAS. Expect radar vectors prior to FLIPR.
FREEPORT
ZFP
14500
182°
(95)
FOWEE
12000
272°
(32)
LUCSS
12000
272°
(12)
TINKY
12000
NICKO
12000
272°
(40)
NASSAU
ZQA
4 NM
10000
358°
(42)
ZOLLA
10000
358°
(15)
URSUS
16500
317°
(22)
PEKRE
16500
317°
(27)
JAYEE
16500
317°
(24)
HODGY
N
NOTE: Chart not to scale.
FREEPORT TRANSITION (ZFP.FLIPR2):
HODGY TRANSITION (HODGY.FLIPR2):
NASSAU TRANSITION (ZQA.FLIPR2):
URSUS TRANSITION (URSUS.FLIPR2):
. . . . From over FOWEE via 318° track to FLIPR, thence as depicted to JODPO. Expect radar vectors.
LOST COMMUNICATIONS:
KMIA Landing 8L, 8R, 9, 12: Continue track to JODPO, then turn right to intercept the Rwy 9 final approach course, conduct approach.
KMIA Landing 26L, 26R, 27, 30: Continue track to FLIPR, proceed direct to ZUMGO, then intercept the Rwy 30 final approach course, conduct approach.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Miami Intl landing east: Expect clearance to cross at 16000′ at 250K.

Miami Intl landing west: Expect clearance to cross at 10000′ at 250K.

NOTE: Chart not to scale.

NOTE: DME Required.

NOTE: Aircraft equipped with RNAV or other certified equipment may expect direct JUNUR INT.

FOWEE FIVE ARRIVAL (FOWEE.FOWEE5)

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.FOWEE5): From over ZFP VOR/DME via ZFP R-180 to LUCSS INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

HODGY TRANSITION (HODGY.FOWEE5): From over HODGY INT via ZBV R-135 to TINKY INT, then via ZQA R-273 to FOWEE INT. Thence . . . .

NASSAU TRANSITION (ZQA.FOWEE5): From over ZQA VOR/DME via ZQA R-273 (BR49V) to FOWEE INT. Thence . . . .

URSUS TRANSITION (URSUS.FOWEE5): From over URSUS INT via ZBV R-177 to FOWEE INT. Thence . . . .

. . . .From over FOWEE INT via VKZ R-137 to JUNUR INT, then via DHP R-130 to DHP VORTAC. Expect radar vectors to final approach course after LUVLY INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

HILEY TWO ARRIVAL (RNAV)

MIAMI, FLORIDA

FREEPORT TRANSITION (ZFP.HILEY2):
JORAY TRANSITION (JORAY.HILEY2):
ORMOND BEACH TRANSITION (OMN.HILEY2):
. . . From over HILEY WP via 199°/18 NM track to KAINS WP, thence as depicted to RUBOE WP, then via 271° heading. Expect radar vectors.

LOST COMMUNICATIONS:
KMIA Landing East: Continue track to RUBOE WP then turn left to intercept Rwy 8L final approach course, conduct approach.
KMIA Landing West: Continue track to HILEY WP, proceed to proceed direct to HOXIL WP, then turn right to intercept Rwy 26R final approach course, conduct approach.

MIAMI APP CON
124.85 322.2
MIAMI INTL ATIS
119.15
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
HOMESTEAD ARB ATIS ★
132.275 269.9

ORMOND BEACH OMN
FL240 166° (48)
14 NM
PCMAN
FL240 166° (28)
MELBOURNE MLB
FL180 168° (27)
165° 345°
VERO BEACH VRB
13000 165° (24)
PHORD
5000 165° (40)
PALM BEACH PBI
5 NM
5000 176° (13)
ANNEY
KMIA Landing East: Expect to cross at 13000 and 250 KIAS.
KMIA Landing West: Expect to cross at 11000 and 250 KIAS.
5000 176° (13)
6000 229° (11)
BOYUR
HILEY
5000 199° (18)
CIMBA
JESSS
271° RUBOE
271° (31)
255° (6)
243° (5)
KAINS
HOXIL
MIAMI INTL
JODPO
LECIT
KENDALL-TAMIAMI EXECUTIVE
HOMESTEAD ARB
HOMESTEAD GENERAL AVIATION
OCEAN REEF CLUB (Private)

12 NM
JORAY
FL180 200° (74)
OSOGY
FL180 200° (30)
ENVOY
10000 212° (9)
FREEPORT ZFP
YOSSI
10000 274° (50)
10000 242° (7)
063° 243°
10000 243° (9)
MILSY
KMIA Landing East: Expect to cross at 16000 and 250 KIAS.
KMIA Landing West: Expect to cross at 13000 and 250 KIAS.

NOTE: Primary Landing Runways: 08L, 12, 26R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.

NOTE: OMN Transition, for non-GPS equipped aircraft, DHP must be operational.
NOTE: ZFP Transition, for non-GPS equipped aircraft, FLL and PBI must be operational.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-TMB	APP CRS	Rwy Idg	5002
108.7	090°	TDZE	8
		Apt Elev	8

ILS or LOC RWY 9R

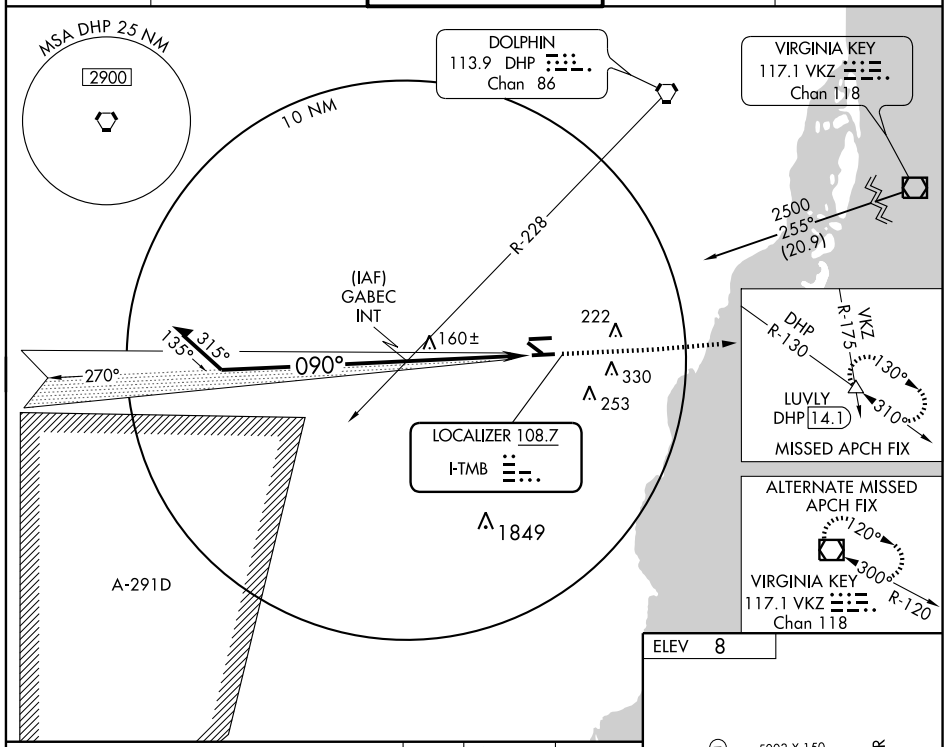
MIAMI / KENDALL-TAMIAMI EXECUTIVE (TMB)

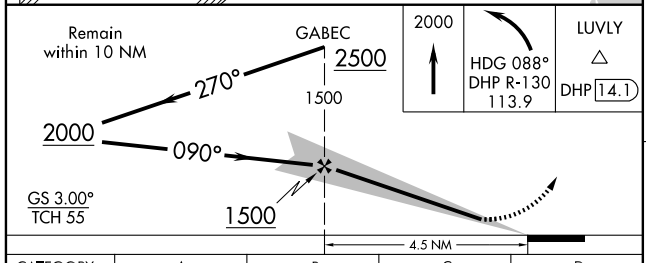
Circling to Rwy 13 NA at night. When local altimeter setting not received, use Miami Intl altimeter setting and increase S-ILS 9R DA to 235 feet and all MDA 40 feet, increase Circling Cat. D visibility ¼ mile.

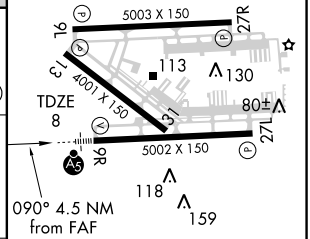
MALSR

MISSED APPROACH: Climb to 2000 then left turn via heading 088° and DHP VORTAC R-130 to LUVLY Int/DHP 14.1 DME and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0







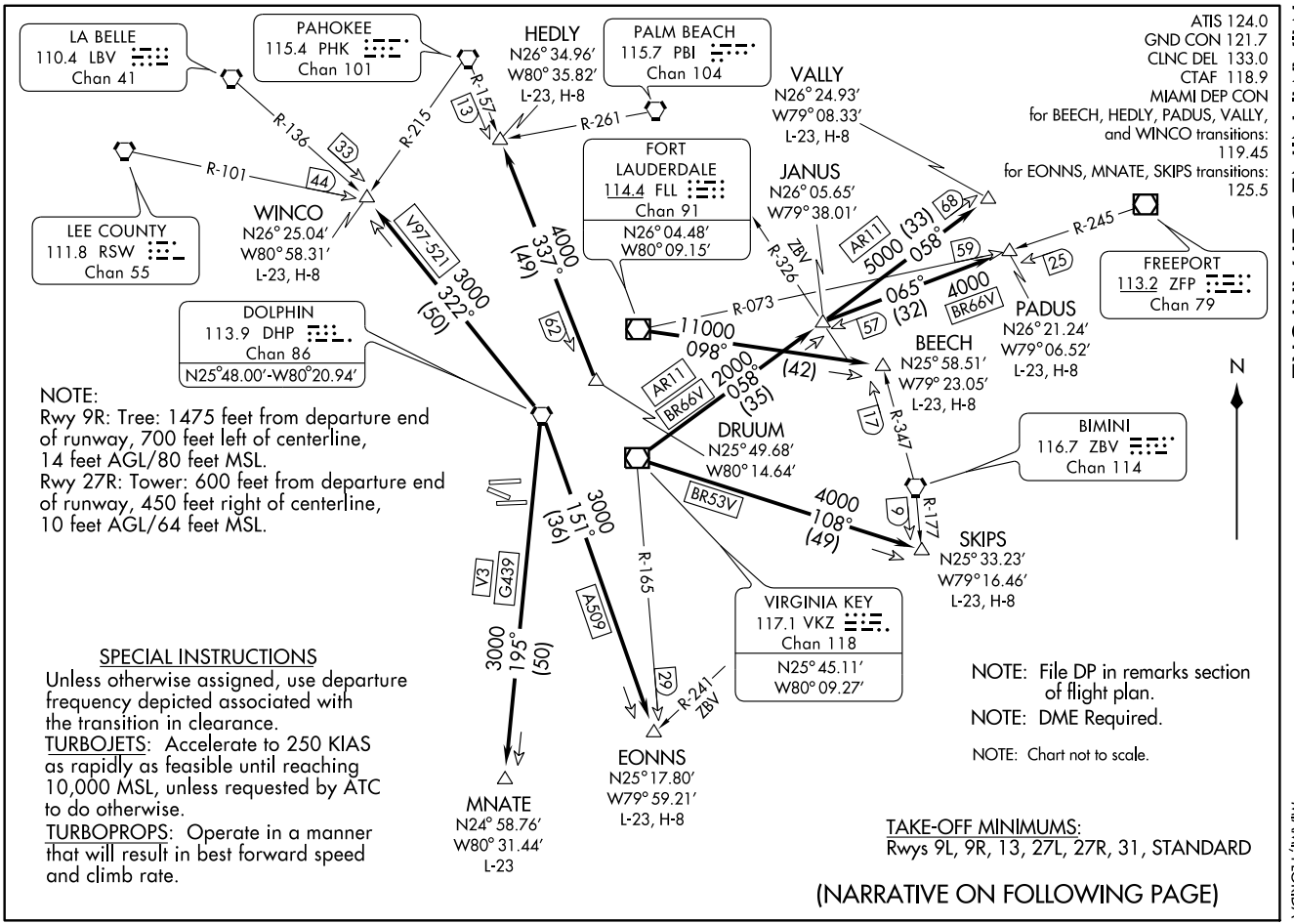
CATEGORY	A	B	C	D
S-ILS 9R	208-½ 200 (200-½)			
S-LOC 9R	460-½ 452 (500-½)		460-¾ 452 (500-¾)	460-1 452 (500-1)
CIRCLING	460-1 452 (500-1)		460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3. 03 JUN 2010 to 01 JUL 2010


ATIS 124.0
GND CON 121.7
CLNC DEL 133.0
CTAF 118.9
MIAMI DEP CON
for BEECH, HEDLY, PADUS, VALLY, and WINCO transitions: 119.45
for EONNS, MNATE, SKIPS transitions: 125.5
LA BELLE
110.4 LBV
Chan 41
PAHOKEE
115.4 PHK
Chan 101
HEDLY
N26° 34.96′
W80° 35.82′
L-23, H-8
PALM BEACH
115.7 PBI
Chan 104
VALLY
N26° 24.93′
W79° 08.33′
L-23, H-8
LEE COUNTY
111.8 RSW
Chan 55
WINCO
N26° 25.04′
W80° 58.31′
L-23, H-8
FORT LAUDERDALE
114.4 FLL
Chan 91
N26° 04.48′
W80° 09.15′
JANUS
N26° 05.65′
W79° 38.01′
FREEPORT
113.2 ZFP
Chan 79
DOLPHIN
113.9 DHP
Chan 86
N25°48.00′-W80°20.94′
PADUS
N26° 21.24′
W79° 06.52′
L-23, H-8
BEECH
N25° 58.51′
W79° 23.05′
L-23, H-8
DRUUM
N25° 49.68′
W80° 14.64′
BIMINI
116.7 ZBV
Chan 114
SKIPS
N25° 33.23′
W79° 16.46′
L-23, H-8
VIRGINIA KEY
117.1 VKZ
Chan 118
N25° 45.11′
W80° 09.27′
EONNS
N25° 17.80′
W79° 59.21′
L-23, H-8
MNATE
N24° 58.76′
W80° 31.44′
L-23
R-136
R-215
R-101
R-157
R-261
R-326
R-073
R-245
R-347
R-177
R-165
R-241
4000
337°
(49)
3000
322°
(50)
11000
098°
2000
058°
(35)
5000
058°
(33)
065°
(32)
4000
108°
(49)
3000
151°
(36)
3000
195°
(50)
V97-521
AR11
BR66V
BR53V
V3
G439
A509
ZBV
NOTE:
Rwy 9R: Tree: 1475 feet from departure end of runway, 700 feet left of centerline, 14 feet AGL/80 feet MSL.
Rwy 27R: Tower: 600 feet from departure end of runway, 450 feet right of centerline, 10 feet AGL/64 feet MSL.
SPECIAL INSTRUCTIONS
Unless otherwise assigned, use departure frequency depicted associated with the transition in clearance.
TURBOJETS: Accelerate to 250 KIAS as rapidly as feasible until reaching 10,000 MSL, unless requested by ATC to do otherwise.
TURBOPROPS: Operate in a manner that will result in best forward speed and climb rate.
NOTE: File DP in remarks section of flight plan.
NOTE: DME Required.
NOTE: Chart not to scale.
TAKE-OFF MINIMUMS:
Rwys 9L, 9R, 13, 27L, 27R, 31, STANDARD
(NARRATIVE ON FOLLOWING PAGE)
N

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Climb on runway heading or as assigned.
NOTE: RUNWAYS 9L, 9R, 13: If assigned right turn climb runway heading to 1400 before turning right.
NOTE: RUNWAYS 27L, 27R, 31: If assigned left turn climb runway heading to 1400 before turning left.
Maintain 2000 feet or assigned higher altitude and expect vectors to appropriate transition. Expect further clearance to filed altitude ten (10) minutes after departure.

BEECH TRANSITION (MIA9.BEECH): From over FLL VOR/DME via FLL R-098 to BEECH INT. Thence as filed.
EONNS TRANSITION (MIA9.EONNS): Intercept the DHP VORTAC R-151 to EONNS INT. Thence as filed.
HEDLY TRANSITION (MIA9.HEDLY): From over DRUUM DME FIX via PHK VORTAC R-157 to HEDLY INT. Thence as filed.
MNATE TRANSITION (MIA9.MNATE): Intercept the DHP VORTAC R-195 to MNATE DME FIX. Thence as filed.
PADUS TRANSITION (MIA9.PADUS): From over VKZ VOR/DME via VKZ R-058 to JANUS INT and ZFP VOR/DME R-245 to PADUS DME FIX. Thence as filed.
SKIPS TRANSITION (MIA9.SKIPS): From over VKZ VOR/DME via VKZ R-108 to SKIPS INT. Thence as filed.
VALLY TRANSITION (MIA9.VALLY): From over VKZ VOR/DME via VKZ R-058 to VALLY DME FIX. Thence as filed.
WINCO TRANSITION (MIA9.WINCO): From over DHP VORTAC via DHP R-322 to WINCO INT. Thence as filed.

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 99415 W09B	APP CRS 093°	Rwy Idg 5003 TDZE 8 Apt Elev 8

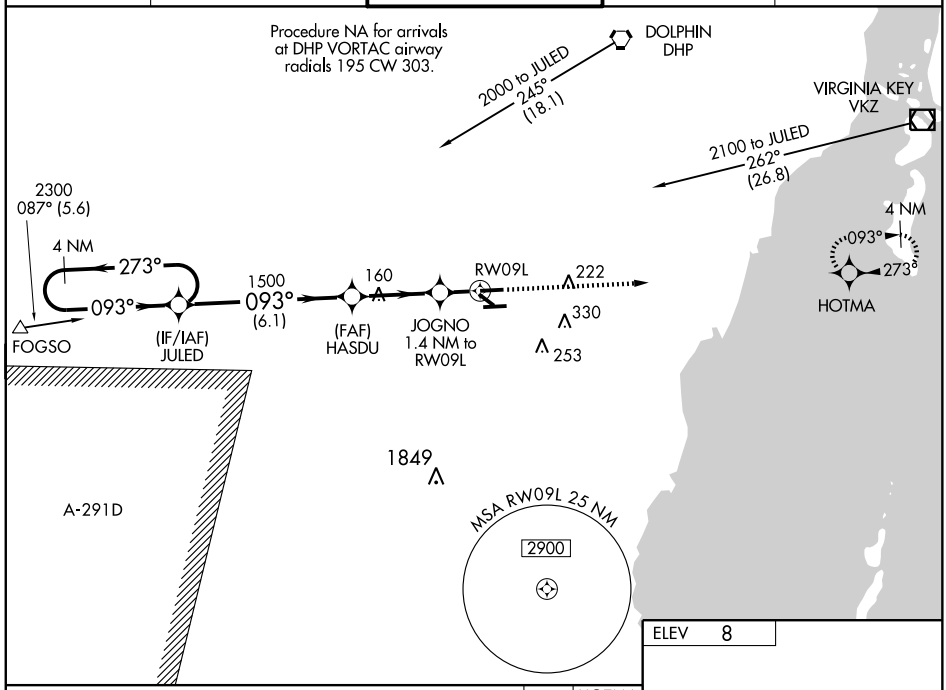
RNAV (GPS) RWY 9L

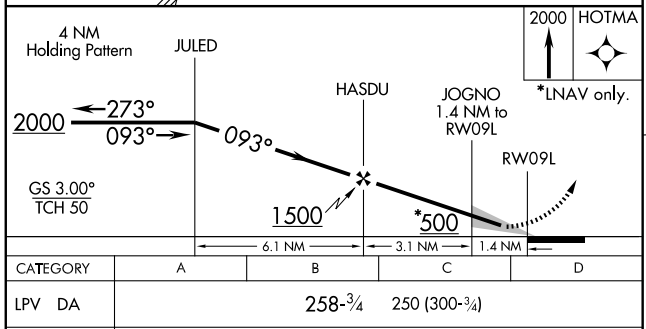
MIAMI/ KENDALL-TAMIAMI EXECUTIVE (TMB)

Circling to Rwy 13 NA at night. Baro-VNAV NA when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA 27 feet and all MDA 40 feet; increase LPV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile, and Circling Cat D visibility ¼ mile.

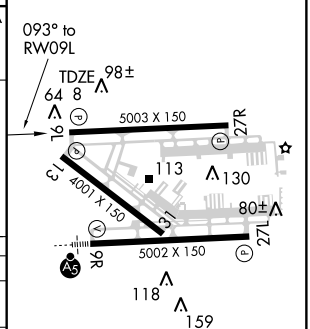
MISSED APPROACH: Climb to 2000 direct HOTMA and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0





CATEGORY	A	B	C	D
LPV DA	258-¾	250 (300-¾)		
LNAV/ VNAV DA	364-1¼	356 (400-1¼)		
LNAV MDA	380-1	372 (400-1)		380-1¼ 372 (400-1¼)
CIRCLING	460-1	452 (500-1)	460-1½ 452 (500-1½)	640-2 632 (700-2)



HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5002
CH 72900	090°	TDZE	8
W09A		Apt Elev	8

RNAV (GPS) RWY 9R

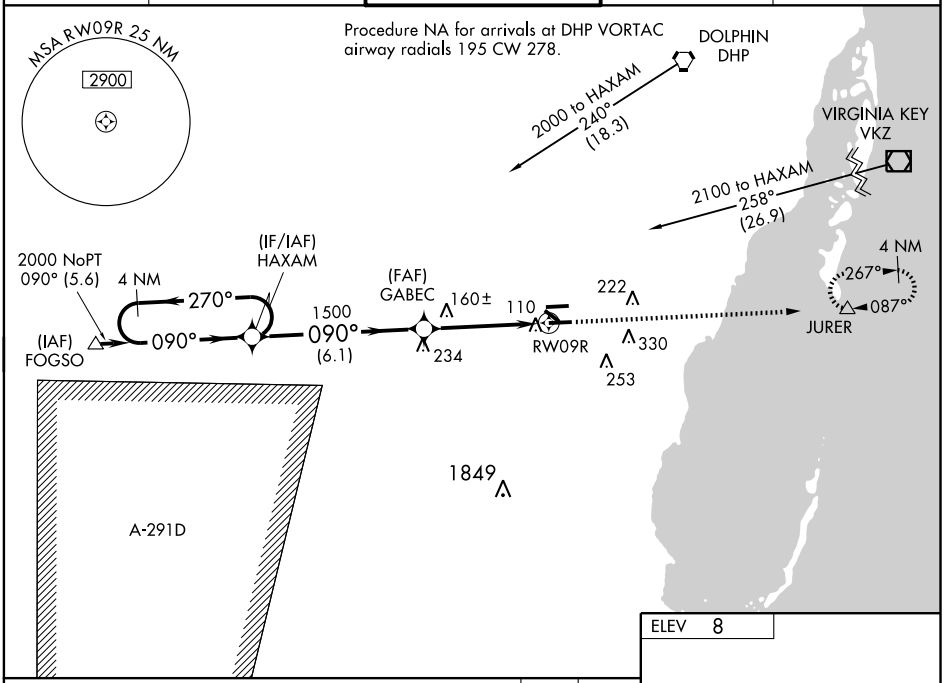
MIAMI / KENDALL-TAMIAMI EXECUTIVE (TMB)

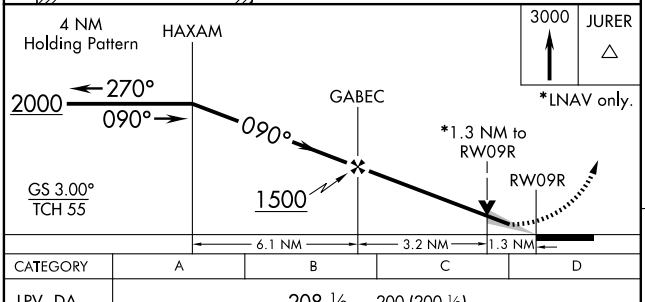
Circling to Rwy 13 NA at night. Baro-VNAV NA when using Miami Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase LPV DA to 235, LNAV/VNAV DA to 403 and all MDA 40 feet, increase Circling Cat. D visibility ¼ mile. VDP NA when using Miami Intl altimeter setting.

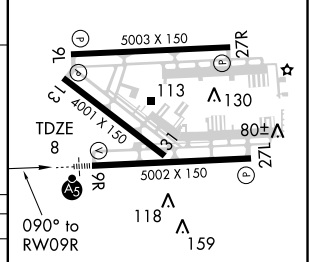
MALSR

MISSED APPROACH: Climb to 3000 direct JURER and hold, continue climb-in-hold to 3000.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0







CATEGORY	A	B	C	D
LPV DA	208-½	200 (200-½)		
LNAV/VNAV DA	376-¾	368 (400-¾)		
LNAV MDA	460-½	452 (500-½)	460-¾ 452 (500-¾)	460-1 452 (500-1)
CIRCLING	460-1	452 (500-1)	460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5002
CH 56400	273°	TDZE	8
W27A		Apt Elev	8

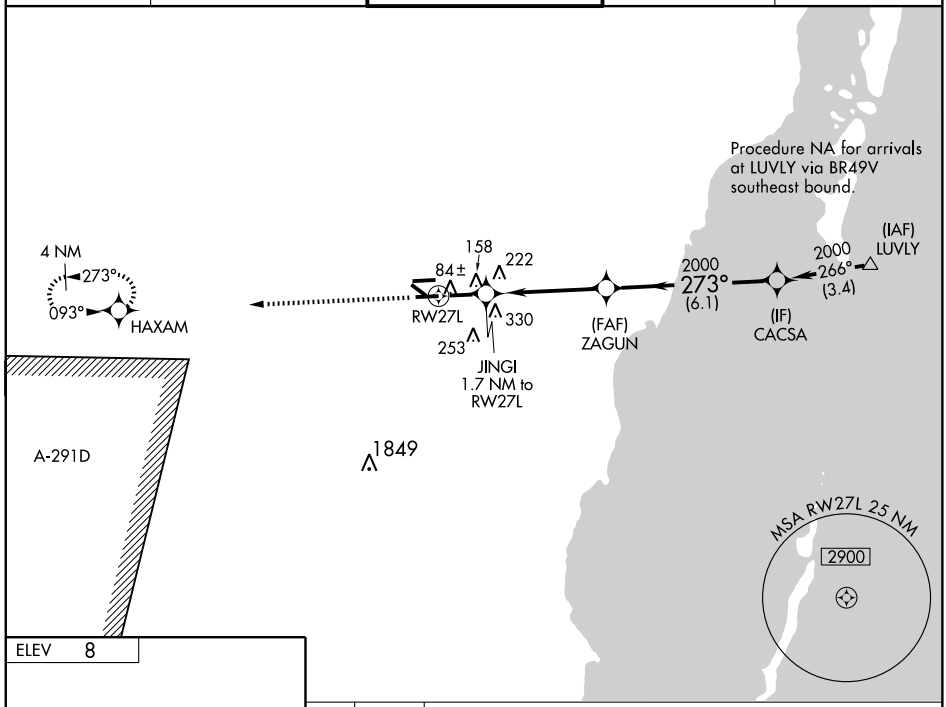
RNAV (GPS) RWY 27L

MIAMI/KENDALL-TAMIAMI EXECUTIVE (TMB)

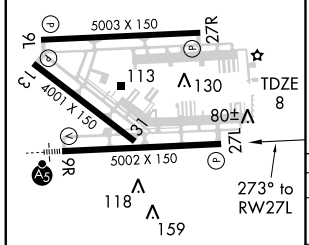
Circling to Rwy 13 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Miami Intl altimeter setting and increase all DA 27 feet and all MDA 40 feet, increase LNAV Cat D visibility ¼ mile, increase circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Miami Intl altimeter setting.

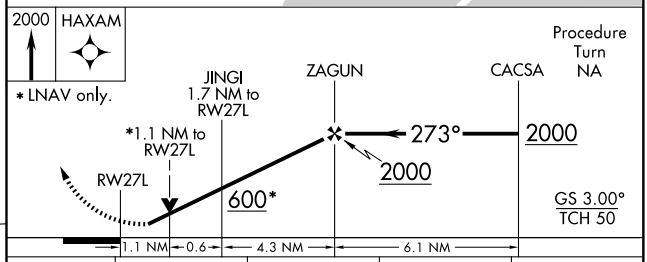
MISSED APPROACH: Climb to 2000 direct HAXAM and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0



ELEV 8





CATEGORY	A	B	C	D
LPV DA	211-1	203 (300-1)		
LNAV/VNAV DA	441-1½	433 (500-1½)		
LNAV MDA	420-1	412 (500-1)	420-1¼	412 (500-1¼)
CIRCLING	460-1	452 (500-1)	460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

WAAS CH 93615 W27B	APP CRS 273°	Rwy Idg 5003 / TDZE 8 / Apt Elev 8

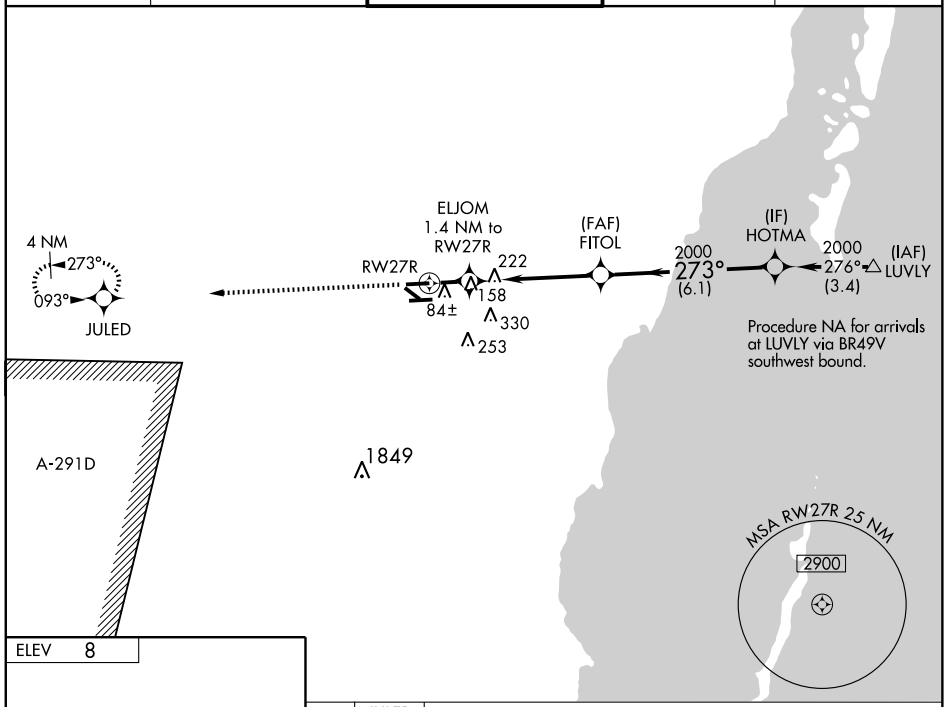
RNAV (GPS) RWY 27R

MIAMI / KENDALL-TAMIAMI EXECUTIVE (TMB)

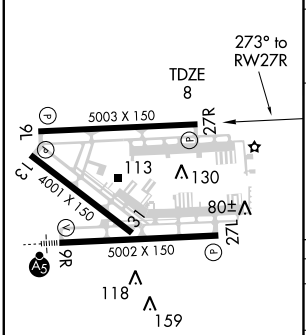
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Miami Intl altimeter setting and adjust all DA 27 feet and all MDA 40 feet; increase LPV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile, and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using Miami Intl altimeter setting. Circling to Rwy 13 NA at night.

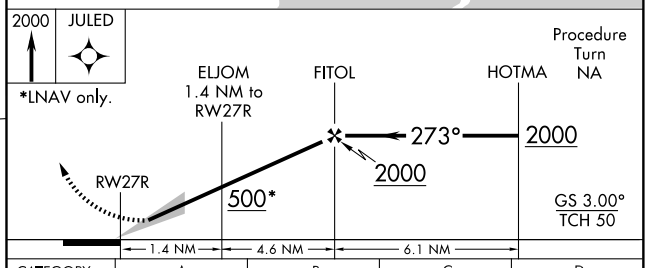
MISSED APPROACH: Climb to 2000 direct JULED and hold.

ATIS	MIAMI APP CON	TAMIAMI TOWER ★	GND CON	CLNC DEL
124.0	125.5 354.1	118.9 (CTAF) L	121.7	133.0



ELEV 8





CATEGORY	A	B	C	D
LPV DA	258-¾ 250 (300-¾)			
LNAV/VNAV DA	352-1¼ 344 (400-1¼)			
LNAV MDA	420-1 412 (500-1)		420-1¼ 412 (500-1¼)	
CIRCLING	460-1 452 (500-1)		460-1½ 452 (500-1½)	640-2 632 (700-2)

HIRL Rwy 9R-27L
MIRL Rwy 9L-27R
MIRL Rwy 13-31 L

SE-3, 03 JUN 2010 to 01 JUL 2010

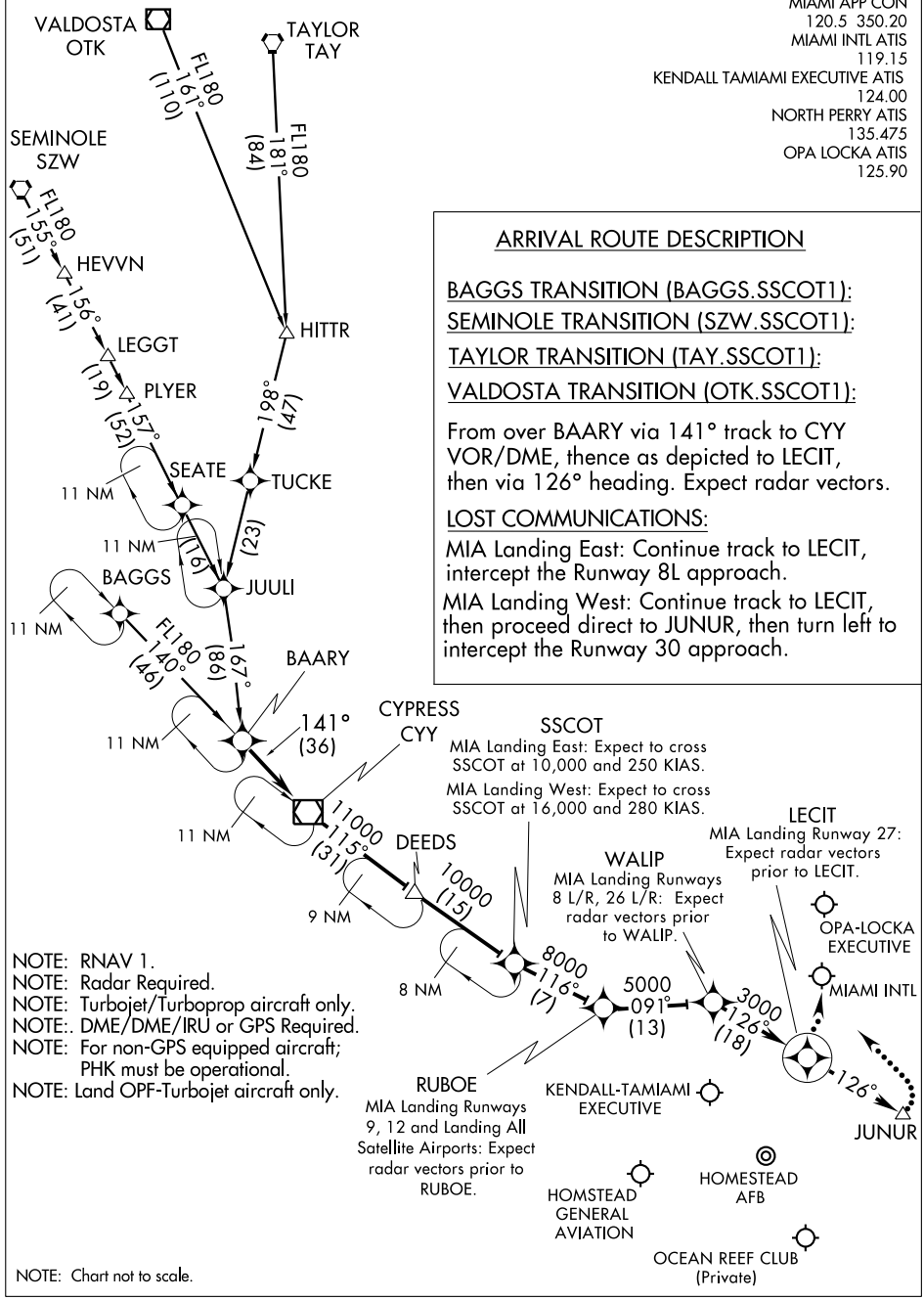
(SSCOT.SSCOT1) 08325

SSCOT ONE ARRIVAL (RNAV)

ST-257 (FAA)

MIAMI, FLORIDA

MIAMI APP CON
120.5 350.20
MIAMI INTL ATIS
119.15
KENDALL TAMIAMI EXECUTIVE ATIS
124.00
NORTH PERRY ATIS
135.475
OPA LOCKA ATIS
125.90



ARRIVAL ROUTE DESCRIPTION

BAGGS TRANSITION (BAGGS.SSCOT1):

SEMINOLE TRANSITION (SZW.SSCOT1):

TAYLOR TRANSITION (TAY.SSCOT1):

VALDOSTA TRANSITION (OTK.SSCOT1):

From over BAARY via 141° track to CYY VOR/DME, thence as depicted to LECIT, then via 126° heading. Expect radar vectors.

LOST COMMUNICATIONS:

MIA Landing East: Continue track to LECIT, intercept the Runway 8L approach.

MIA Landing West: Continue track to LECIT, then proceed direct to JUNUR, then turn left to intercept the Runway 30 approach.

NOTE: RNAV 1.
NOTE: Radar Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE:. DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft; PHK must be operational.
NOTE: Land OPF-Turbojet aircraft only.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-TNT	APP CRS	Rwy Idg	10499
108.3	095°	TDZE	13
		Apt Elev	13

ILS RWY 9

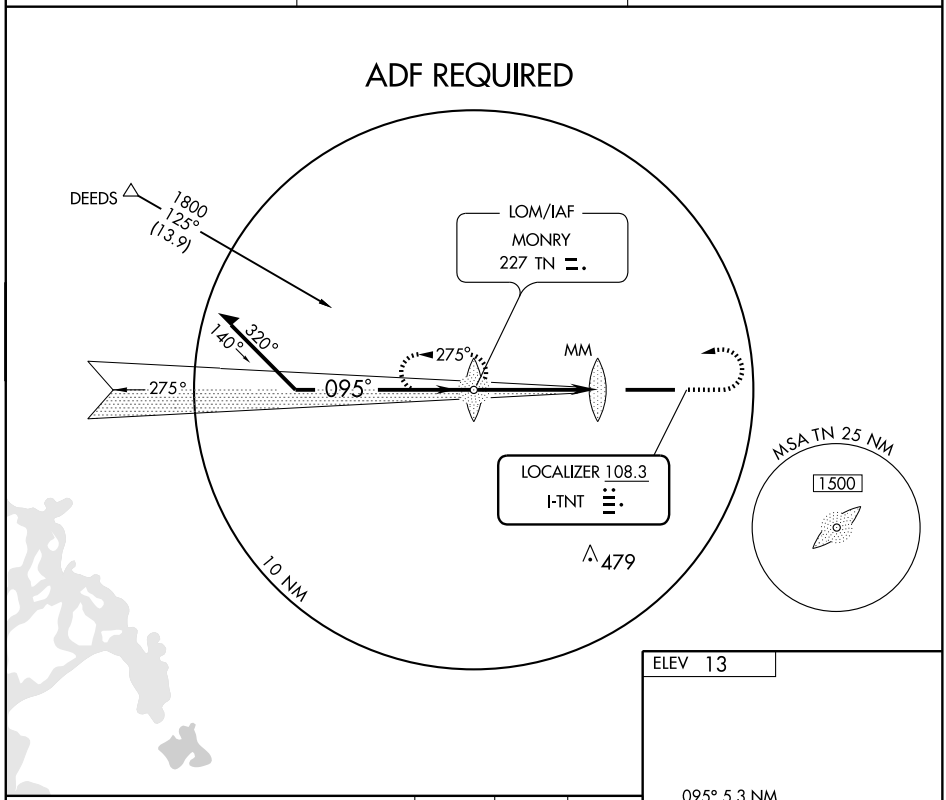
MIAMI/ DADE-COLLIER TRAINING AND TRANSITION (TNT)

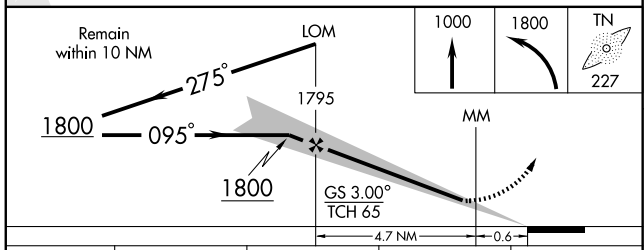
NA Use Miami/Kendall-Tamiami Executive altimeter setting. Inoperative table does not apply to S-LOC 9 Cat. C.

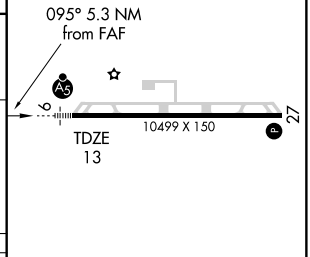
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 1800 direct MONRY LOM and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.075	132.4 281.5	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 9	279-¾ 266 (300-¾)			
S-LOC 9	440-¾ 427 (500-¾)		440-1¼ 427 (500-1¼)	440-1½ 427 (500-1½)
CIRCLING	480-1 467 (500-1)		480-1½ 467 (500-1½)	580-2 567 (600-2)

HIRL Rwy 9-27 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-3. 03 JUN 2010 to 01 JUL 2010

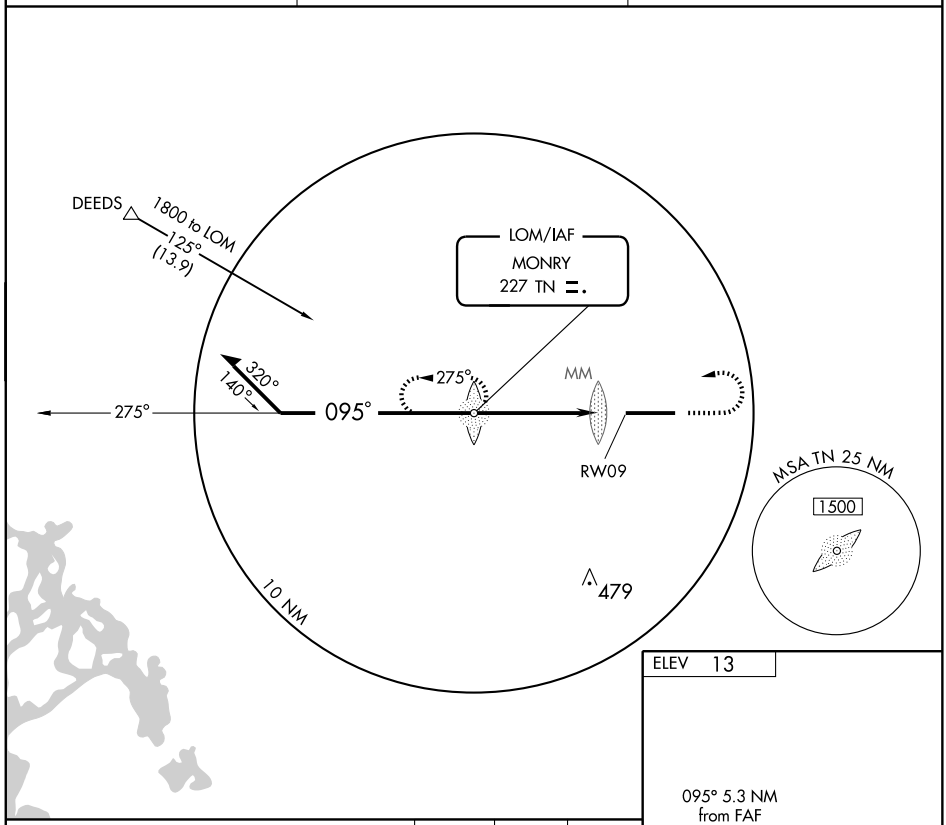
LOM TN	APP CRS	Rwy Idg	10499
227	095°	TDZE	13
		Apt Elev	13

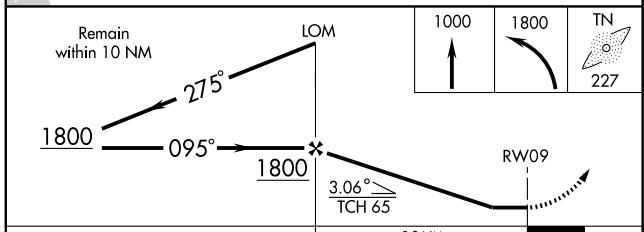
NDB or GPS RWY 9

MIAMI/DADE-COLLIER TRAINING AND TRANSITION (TNT)

NA	MALSR	MISSED APPROACH
Use Miami/Kendall-Tamiami Executive altimeter setting. Inoperative table does not apply to S-9 Cat C.	A5	Climb to 1000 then climbing left turn to 1800 direct TN LOM and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.075	132.4 281.5	123.0 (CTAF) L







HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	480-¾	467 (500-¾)	480-1¼ 467 (500-1¼)	480-1½ 467 (500-1½)
CIRCLING	480-1	467 (500-1)	480-1½ 467 (500-1½)	580-2 567 (600-2)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3701
003°	TDZE	82
	Apt Elev	82

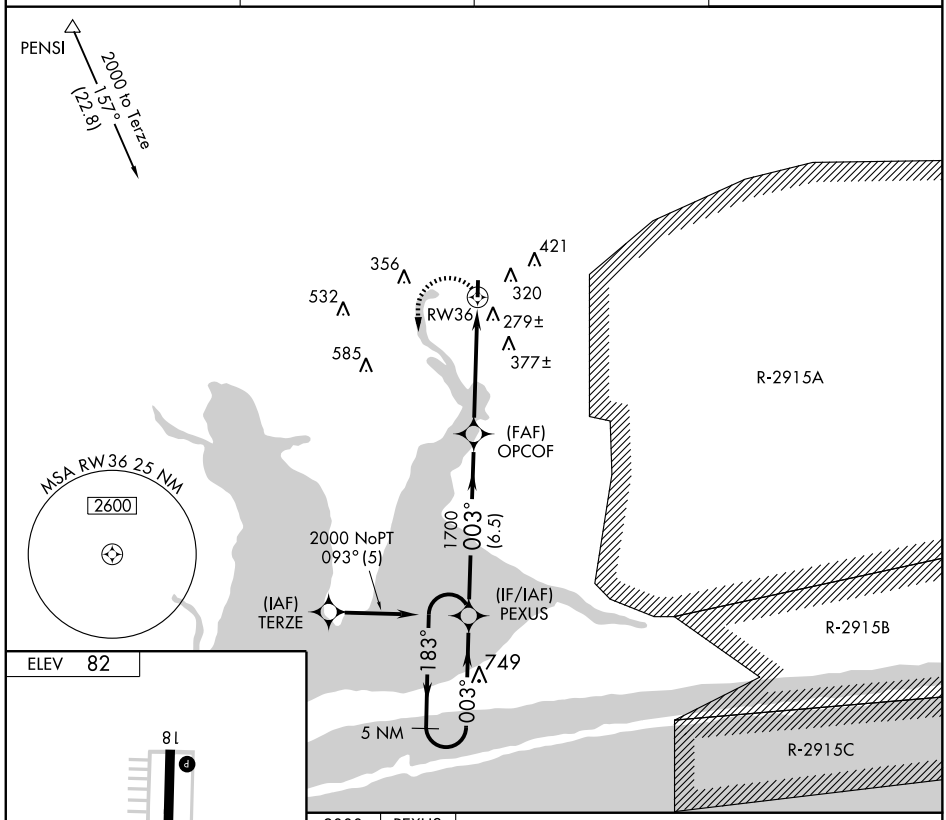
RNAV (GPS) RWY 36

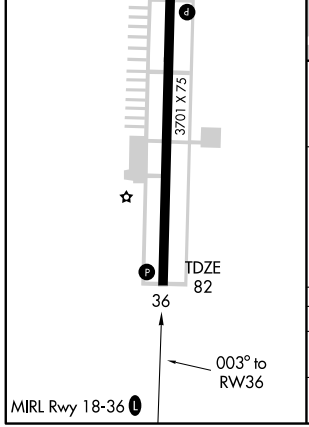
MILTON/ PETER PRINCE FIELD (2R4)

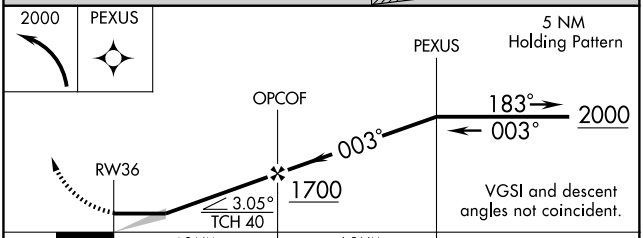
▼ NA — DME/DME RNP-0.3 NA. Use Pensacola Rgnl altimeter setting; if not received, use Crestview altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 2000 direct PEXUS and hold.

PENSACOLA RGNL ASOS	PENSACOLA APP CON	GCO	UNICOM
121.25	124.85 385.4	121.725	122.975 (CTAF) L

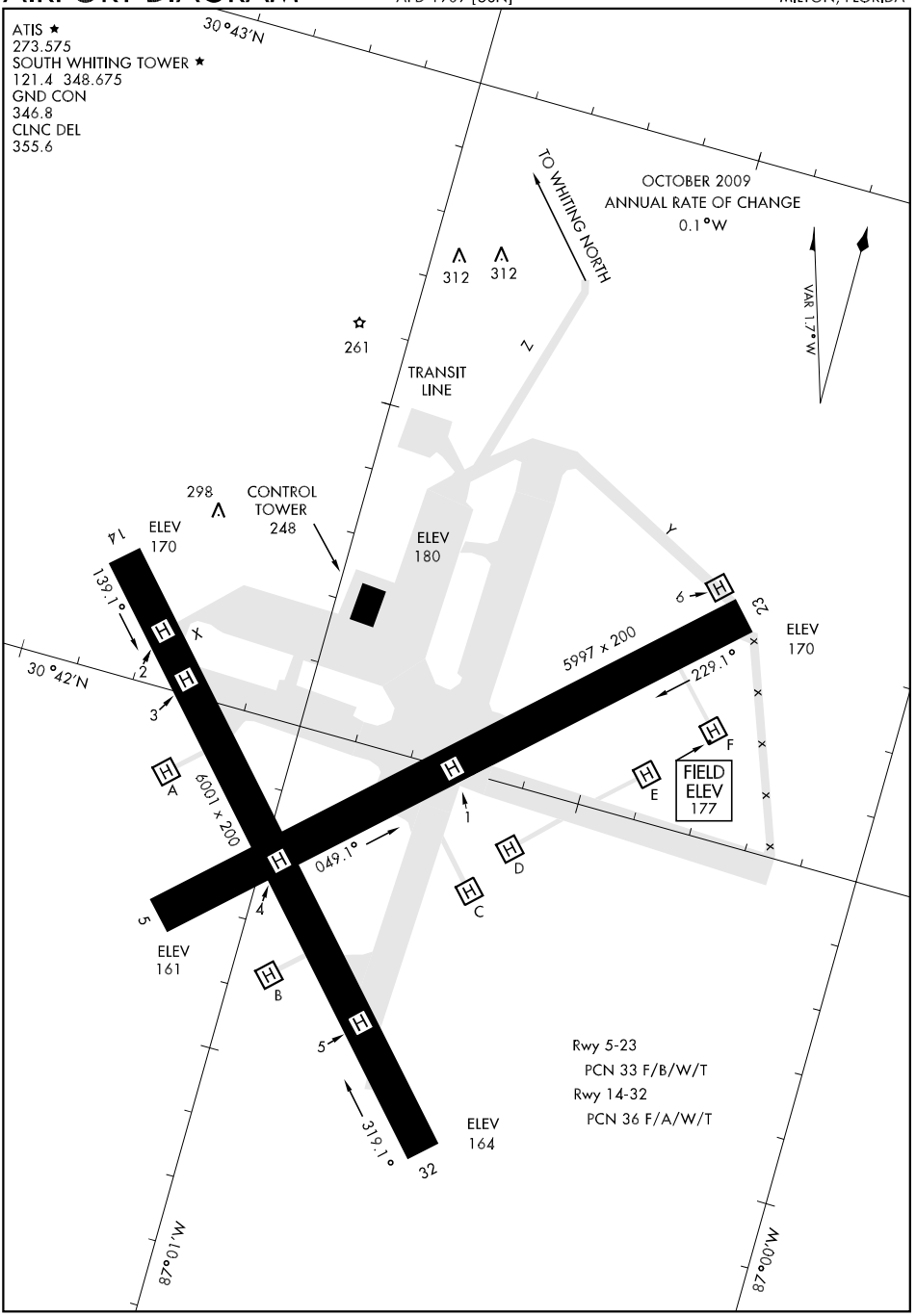






CATEGORY	A	B	C	D
LNAV MDA	580-1 498 (500-1)		580-1¼ 498 (500-1¼)	NA
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	NA

SE-3, 03 JUN 2010 to 01 JUL 2010



SE-3, 03 JUN 2010 to 01 JUL 2010

COPTER RNAV (GPS) 004

APCH CRS	Rwy ldg	TDZE	Arpt Elev
004°	5997	N/A	177

AL-1909 [USN]

WHITING FLD NAS-SOUTH (KNDZ)

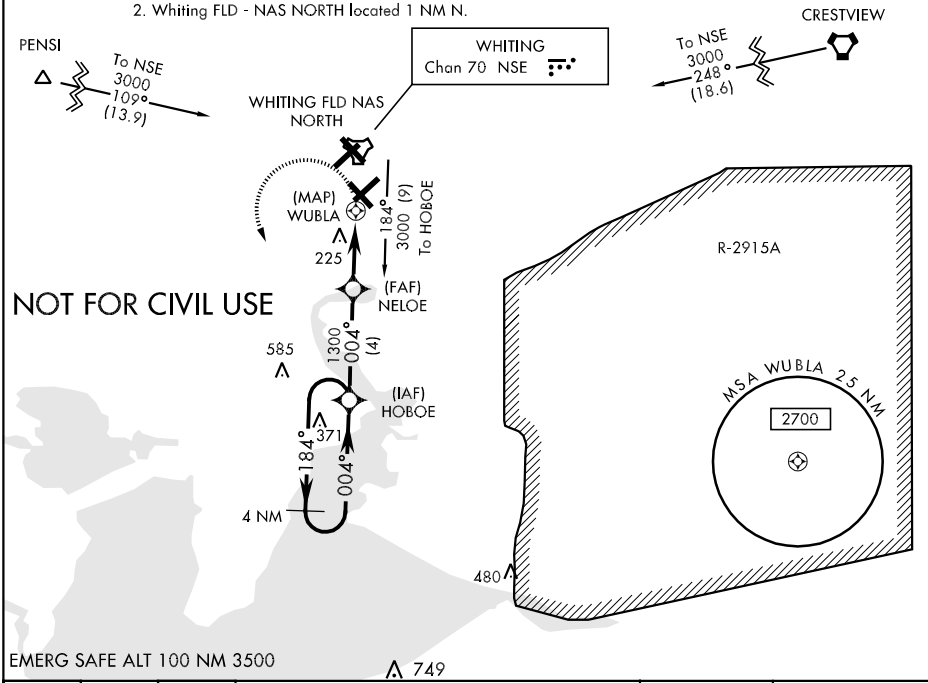
DME/DME RNP-0.3 NA.
Use by tilt rotor aircraft Not Authorized.
Arm approach mode 30 NM from airport.

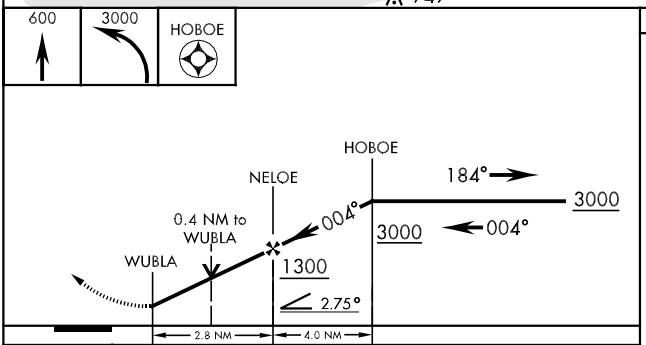
MALSR

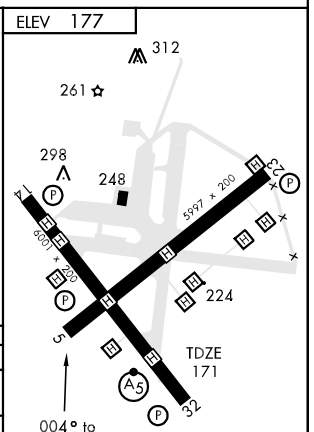
MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct HOBOE and hold. Contact Pensacola Approach Control.

ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/ PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

CAUTION: 1. Intensive VFR student training all quadrants.
2. Whiting FLD - NAS NORTH located 1 NM N.







CATEGORY	COPTER
LNAV MDA	480-¾ 303 (400-¾)
CIRCLING	NOT AUTHORIZED

COPTER TACAN 004

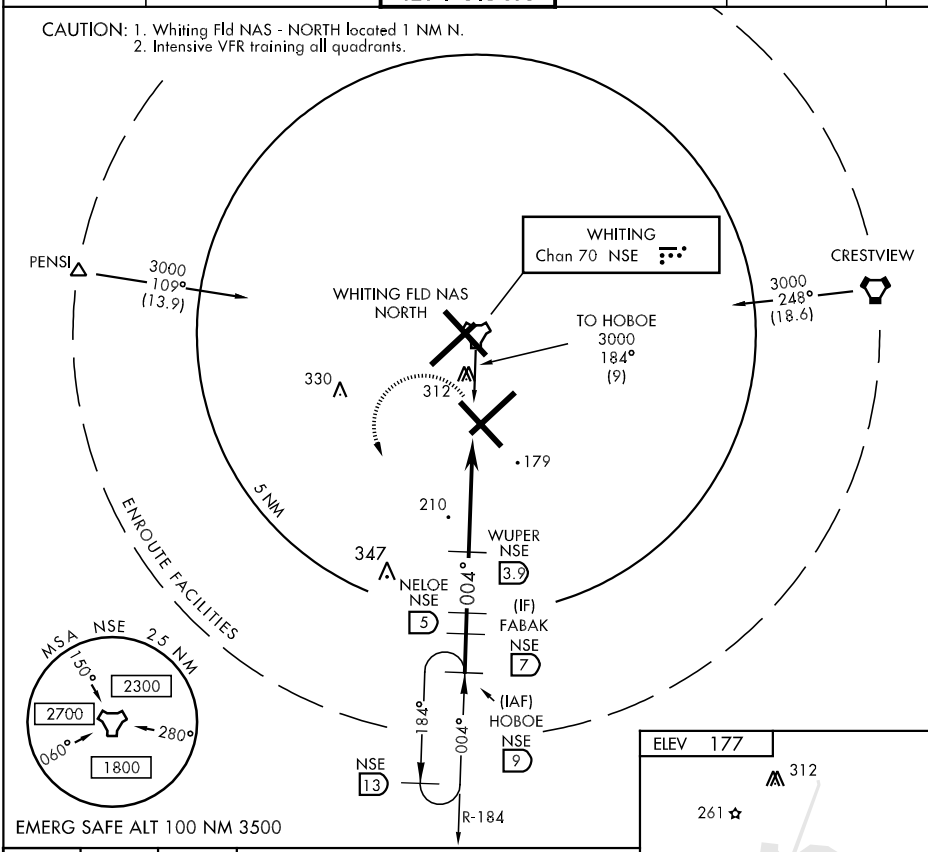
TACAN	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-1909 [USN]	WHITING FLD NAS - SOUTH (KNDZ)
NSE Chan 70	004°	5997 / N/A / 177		

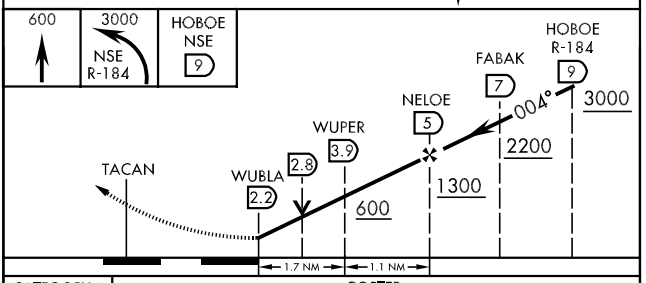
Use by tilt rotor aircraft N/A.

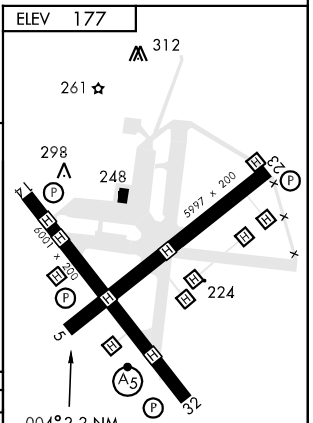
MISSED APPROACH: Climb to 600, then climbing left turn to 3000, intercept NSE R-184 to HOBOE and hold. Contact Pensacola Approach Control.

ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/ PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

CAUTION: 1. Whiting Fld NAS - NORTH located 1 NM N.
2. Intensive VFR training all quadrants.







CATEGORY	COPTER		
H-004	540-½	363	(400-½)
CIRCLING	NOT AUTHORIZED		

ILS Y or LOC/DME RWY 32

LOC/DME I-NDZ	APCH CRS	Rwy ldg 6001
110.55	319°	TDZE 171
Chan 42(Y)		Arpt Elev 177

AL-1909 [USN]

WHITING FLD NAS-SOUTH (KNDZ)

T * When ALS inop, increase vis CAT ABCD to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1 mile.
*** Circling not authorized NE of Rwy14-32 and NW of Rwy 5-23.

MALSR A5

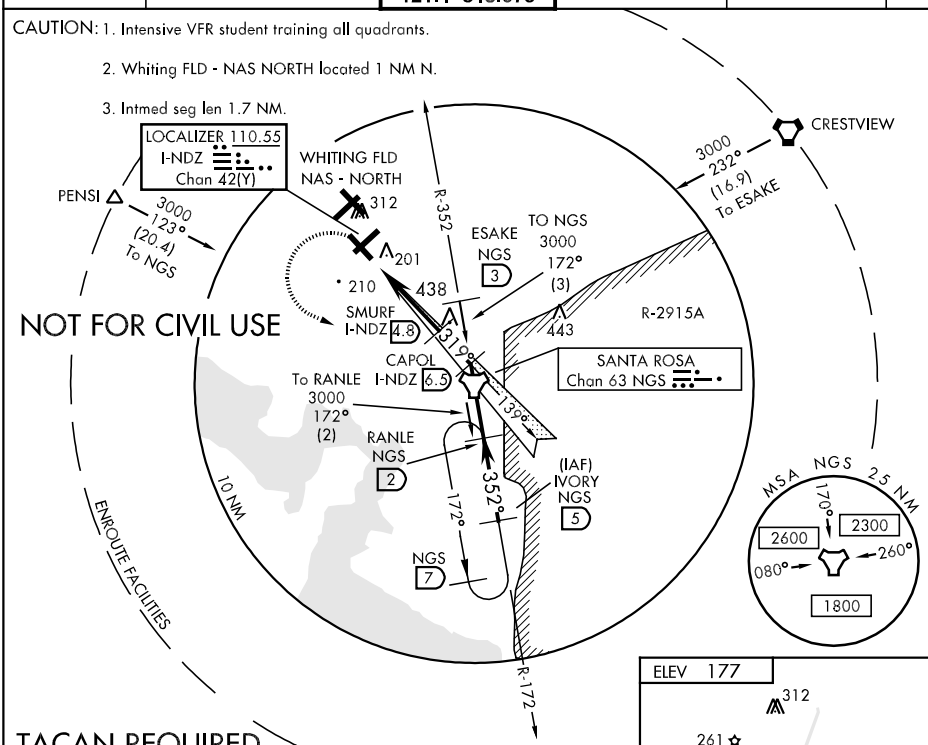
MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct NGS TACAN, then via R-172 to RANLE and hold. Contact Pensacola Approach Control.

ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

CAUTION: 1. Intensive VFR student training all quadrants.

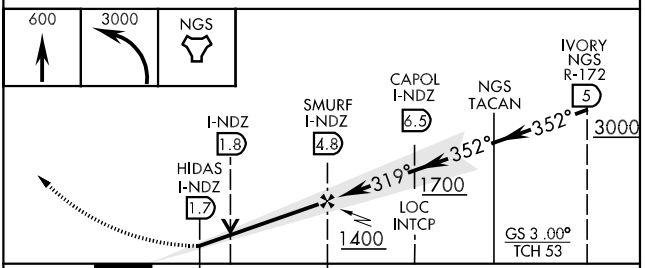
2. Whiting FLD - NAS NORTH located 1 NM N.

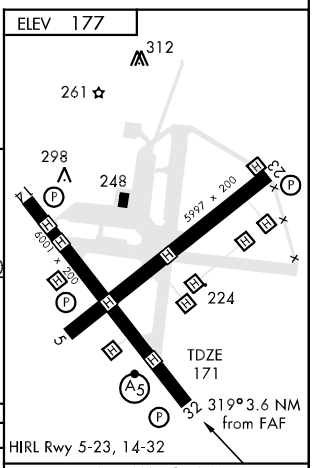
3. Intmed seg len 1.7 NM.



TACAN REQUIRED

EMERG SAFE ALT 100 NM 3500





HIRL Rwy 5-23, 14-32

CATEGORY	A	B	C	D
S-ILS 32 *	371-½ 200 (200-½)			
S-LOC 32 **	420-½ 249 (300-½)		420-¾ 249 (300-¾)	
CIRCLING ***	560-1 383 (400-1)	640-1 463 (500-1)	640-1½ 463 (500-1½)	740-2 563 (600-2)

FAF to MAP 3.1 NM

Knots	60	90	120	150	180
Min:Sec	3:06	2:04	1:33	1:14	1:02

SE-3, 03 JUN 2010 to 01 JUL 2010

ILS Z or RNAV (GPS) RWY 32

LOC/DME I-NDZ	APCH CRS	Rwy ldg 6001
110.55	319°	TDZE 171
Chan 42(Y)		Arpt Elev 177

AL-1909 [USN] WHITING FLD NAS-SOUTH (KNDZ)

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.
***Circling not authorized NE of Rwy 14-32 and NW of Rwy 5-23.

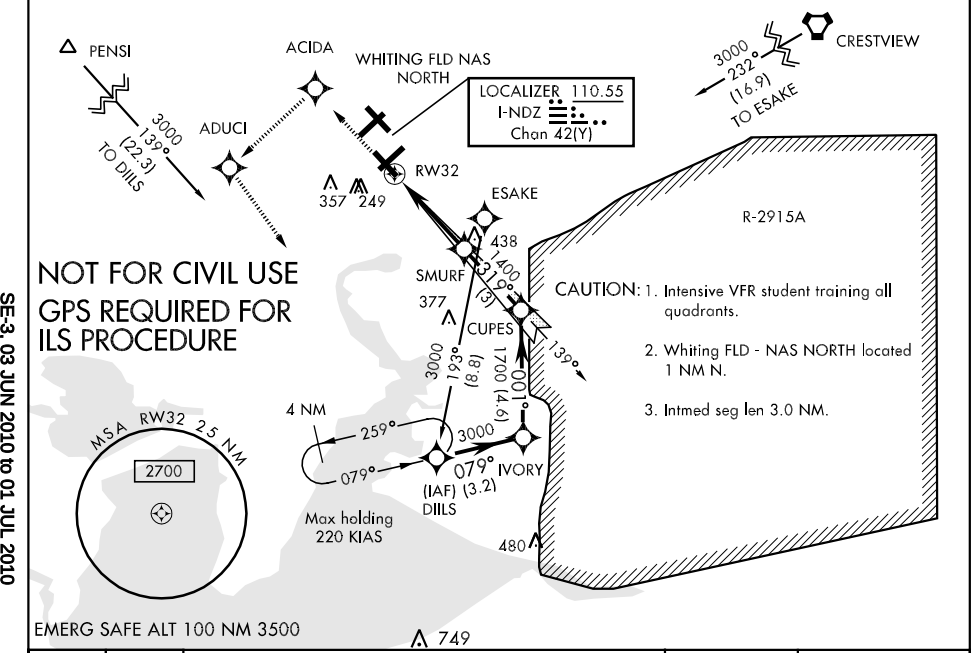
MALSR

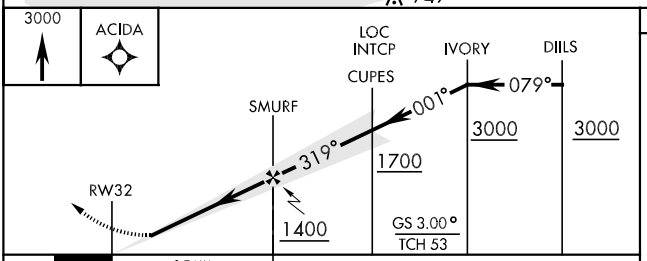
MISSED APPROACH: Climb to 3000 direct ACIDA. Turn left via track 229° to ADUCI, then turn left via track 146° to DIILS and hold. Contact Pensacola Approach Control.

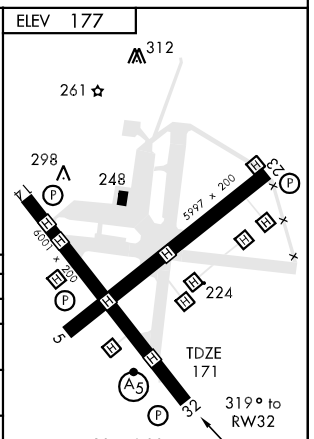
ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/ PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

BARO VNAV NA below -15°C (4°F).
DME/DME RNP-0.3 NA.

Max approach speed all segments 220 KIAS.







CATEGORY	A	B	C	D
S-ILS 32 *	371 - ½ 200 (200-½)			
LNAV/ ** VNAV DA	480-½ 309 (400-½)		480-¾ 309 (400-¾)	
LNAV MDA**	500-½ 329 (400-½)		500-¾ 329 (400-¾)	
CIRCLING***	560-1 383 (400-1)	640-1 463 (500-1)	640-1½ 463 (500-1½)	740-2 563 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 32

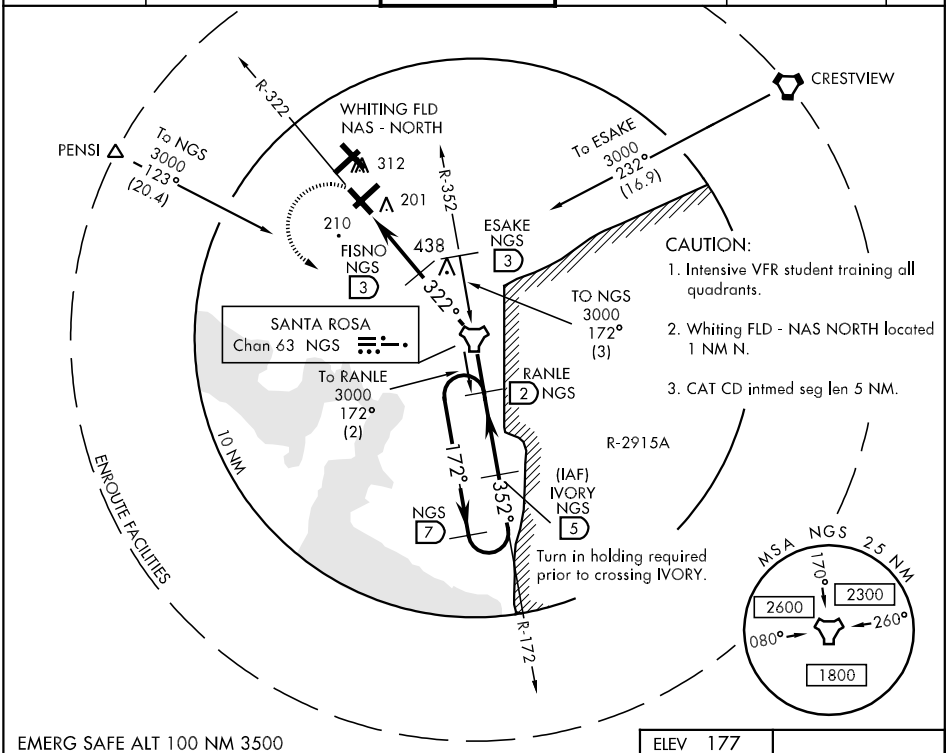
TACAN NGS Chan 63	APCH CRS 322°	Rwy ldg 6001 TDZE 171 Arpt Elev 177	AL-1909 [USN]	WHITING FLD NAS-SOUTH (KNDZ)

▼ * When ALS inop, increase vis CAT ABCD to 1 mile.
** Circling not authorized NE of Rwy14-32 and NW of Rwy 5-23.

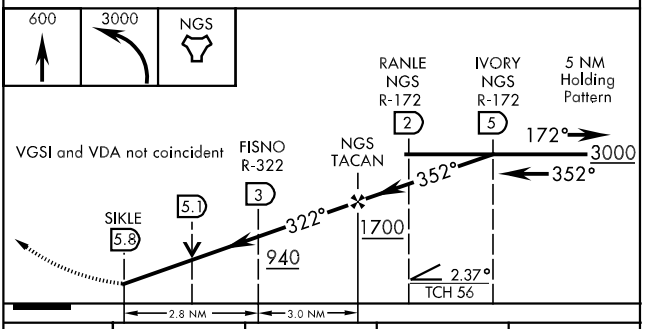
MALSR (A5)

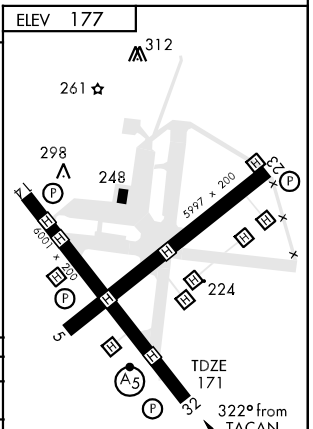
MISSED APPROACH: Climb to 600, then climbing left turn to 3000 direct NGS TACAN, then via R-172 to RANLE and hold. Contact Pensacola Approach Control.

ATIS ★	PENSACOLA APP CON	SOUTH WHITING TOWER ★	GND CON	CLNC DEL	ASR/ PAR
273.575	124.85 385.4	121.4 348.675	346.8	355.6	

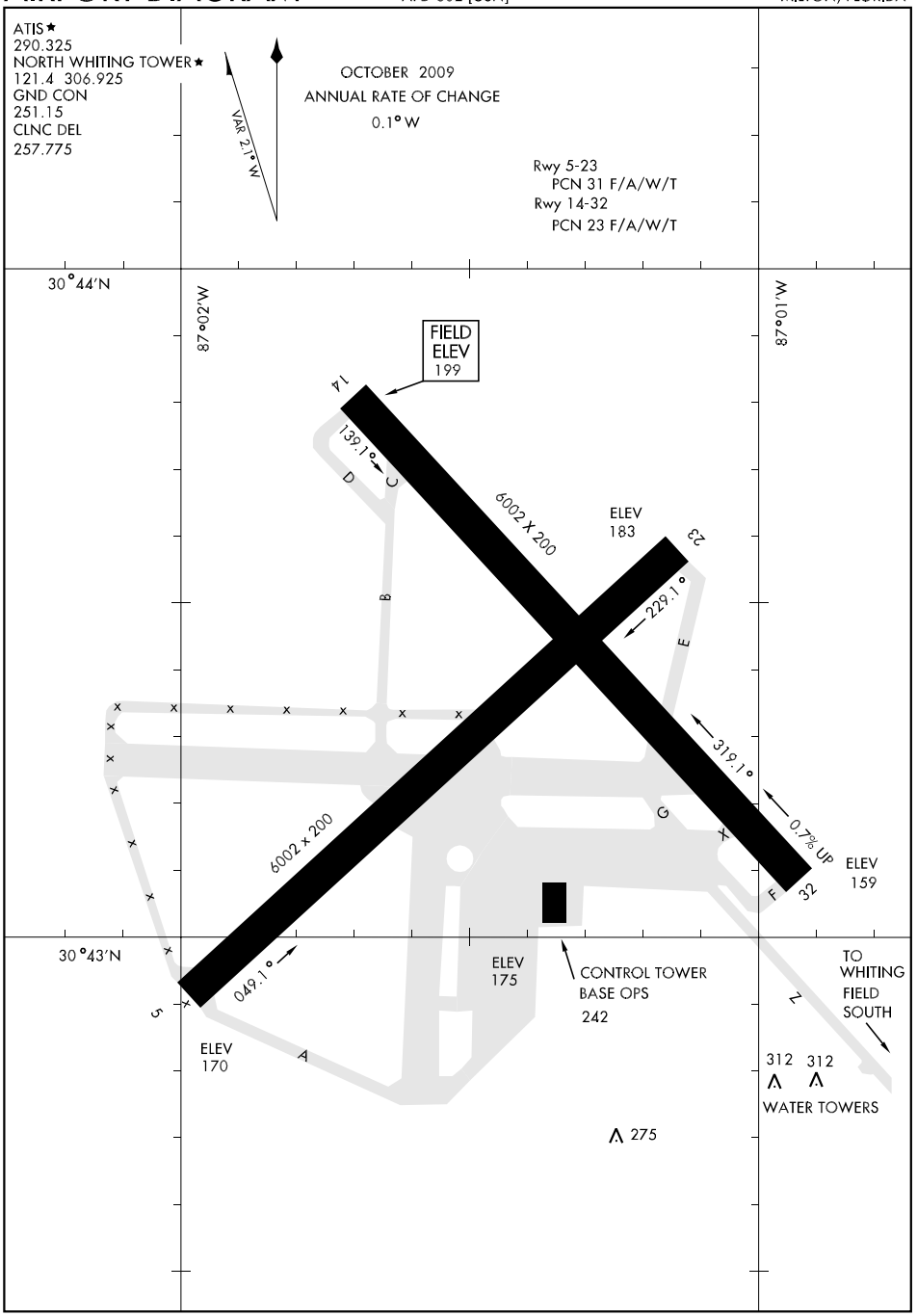


EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D
S-32 *	460-½ 289 (300-½)		460-¾ 289 (300-¾)	
CIRCLING **	560-1 383 (400-1)	640-1 463 (500-1)	640-1½ 463 (500-1½)	740-2 563 (600-2)



SE-3, 03 JUN 2010 to 01 JUL 2010

ILS Y or LOC/DME RWY 14

LOC/DME I-NSE	APCH CRS	Rwy ldg 6002
111.75	139°	TDZE 199
Chan 54(Y)		Arpt Elev 199

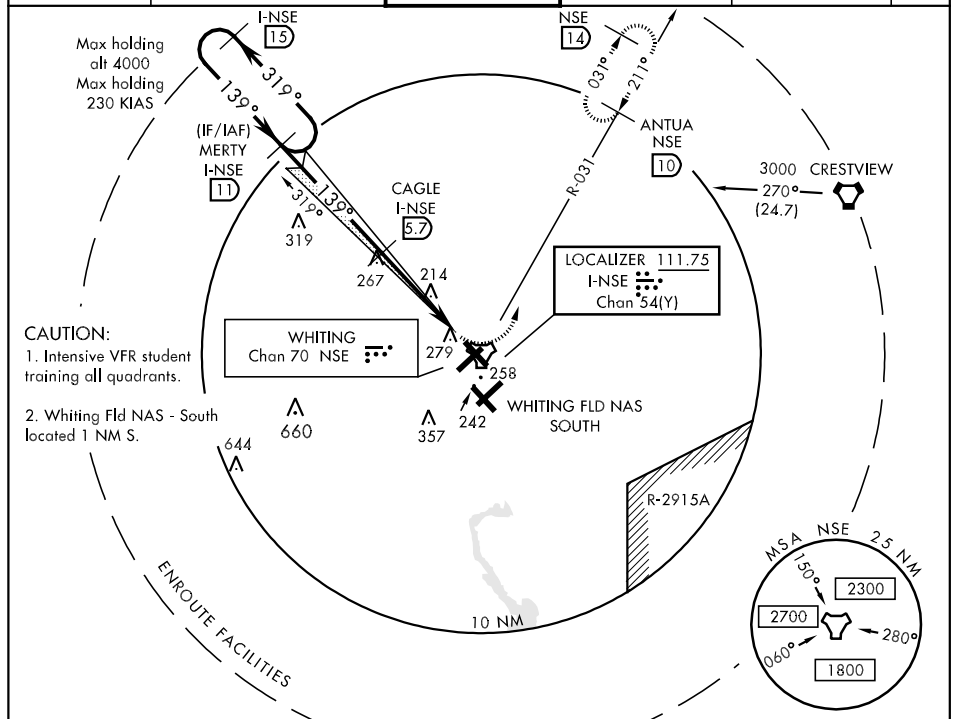
AL-602 [USN] WHITING FLD NAS - NORTH (KNSE)

* When ALS inop, increase vis CAT ABCD to ¾mile.
** When ALS inop, increase vis CAT ABCD to 1 mile.
*** Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

ALSF-1

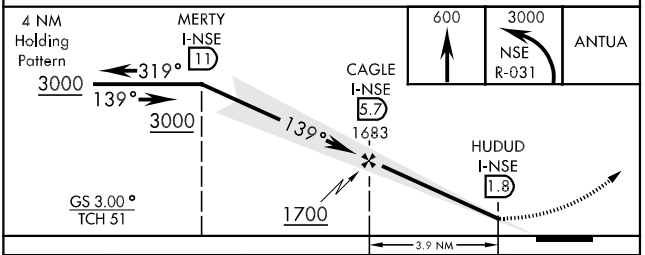
MISSED APPROACH: Climb to 600, then climbing left turn to 3000 to intercept NSE TACAN R-031 to ANTUA and hold. Contact Pensacola APP CON.

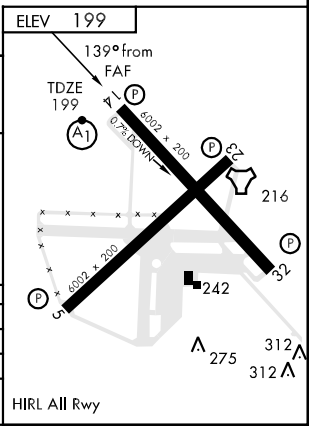
ATIS *	PENSACOLA APP CON	NORTH WHITING TOWER *	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	



TACAN REQUIRED

EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D
S-ILS 14 *	399-½ 200 (200-½)			
S-LOC 14 **	480-½ 281 (300-½)			
CIRCLING ***	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

ILS Z or RNAV (GPS) RWY 14

LOC/DME I-NSE	APCH CRS	Rwy ldg 6002
111.75	139°	TDZE 199
Chan 54(Y)		Arpt Elev 199

AL-602 [USN] WHITING FLD NAS - NORTH (KNSE)

* When ALS inop, increase vis CAT ABCD to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1 mile.
*** When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.

ALSF-1

MISSED APPROACH: Climbing left turn to 3000 direct ANTUA and hold. Contact Pensacola APP CON.

ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	

† Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

DME/DME RNP-0.3 NA.

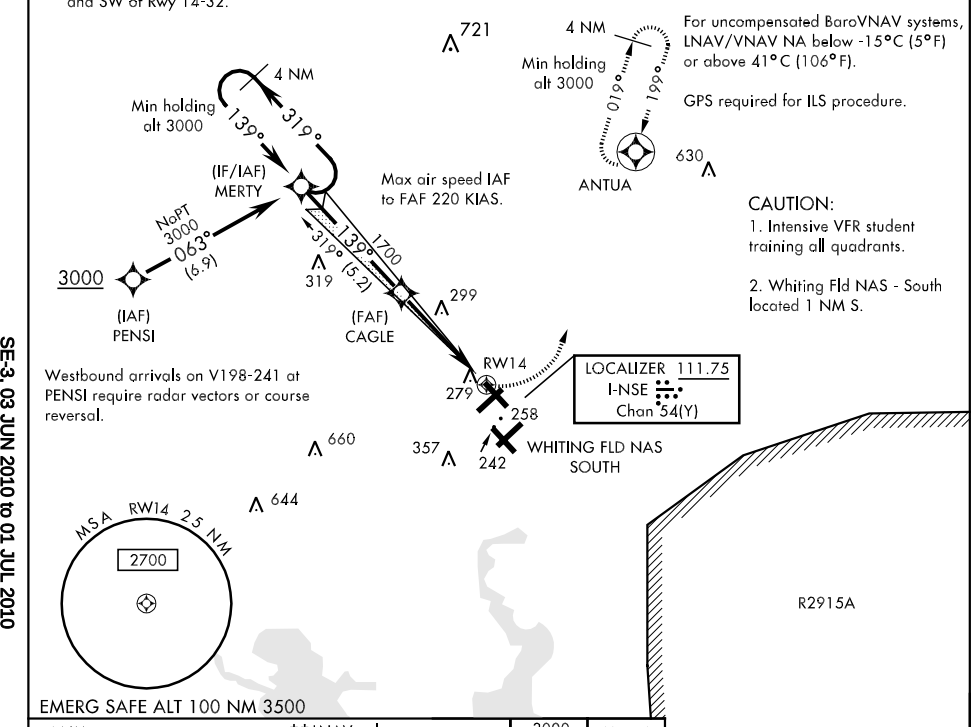
For uncompensated BaroVNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (106°F).

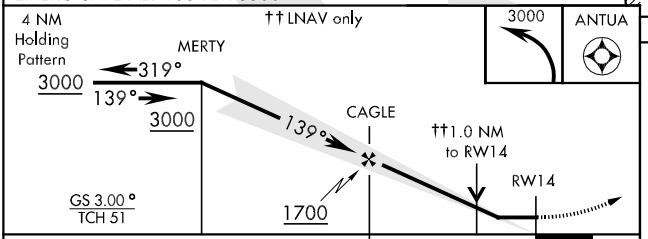
GPS required for ILS procedure.

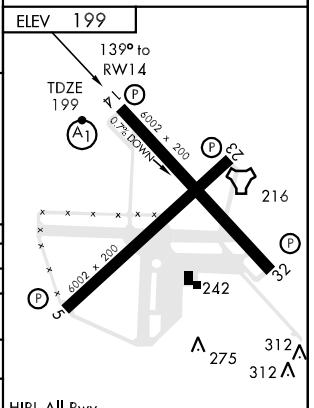
CAUTION:
1. Intensive VFR student training all quadrants.
2. Whiting Fld NAS - South located 1 NM S.

Max air speed IAF to FAF 220 KIAS.

Westbound arrivals on V198-241 at PENSI require radar vectors or course reversal.







CATEGORY	A	B	C	D
S-ILS 14 *	399-½ 200 (200-½)			
LNAV/VNAV DA **	460-½ 261 (300-½)			
LNAV MDA ***	560-½ 361 (400-½)			560-¾ 361 (400-¾)
CIRCLING †	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 23

APCH CRS	Rwy Idg	TDZE	Arpt Elev
229°	6002	183	199

AL-602 [USN]

WHITING FLD NAS - NORTH (KNSE)

* Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.
DME/DME RNP-0.3 NA

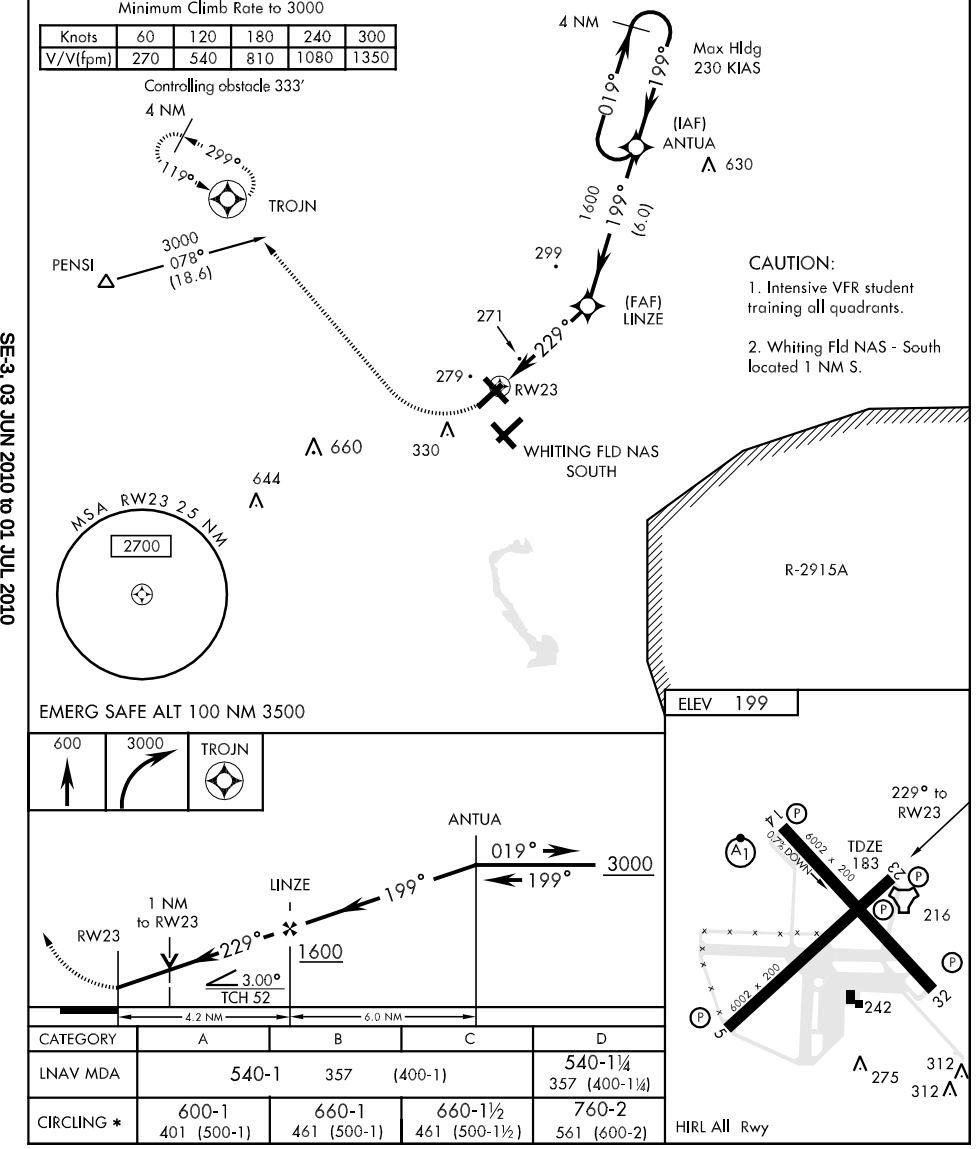
† MISSED APPROACH: Climb to 600, then climbing right turn to 3000 direct TROJN and hold. Contact Pensacola APP CON.

ATIS *	PENSACOLA APP CON	NORTH WHITING TOWER *	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	

† CAUTION: Missed Approach
Minimum Climb Rate to 3000

Knots	60	120	180	240	300
V/V(fpm)	270	540	810	1080	1350

Controlling obstacle 333'



CATEGORY	A	B	C	D
LNAV MDA	540-1 357 (400-1)			540-1¼ 357 (400-1¼)
CIRCLING *	600-1 401 (500-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

HIRL All Rwy

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 5

TACAN NSE Chan 70	APCH CRS 052°	Rwy ldg 6002 TDZE 180 Arpt Elev 199

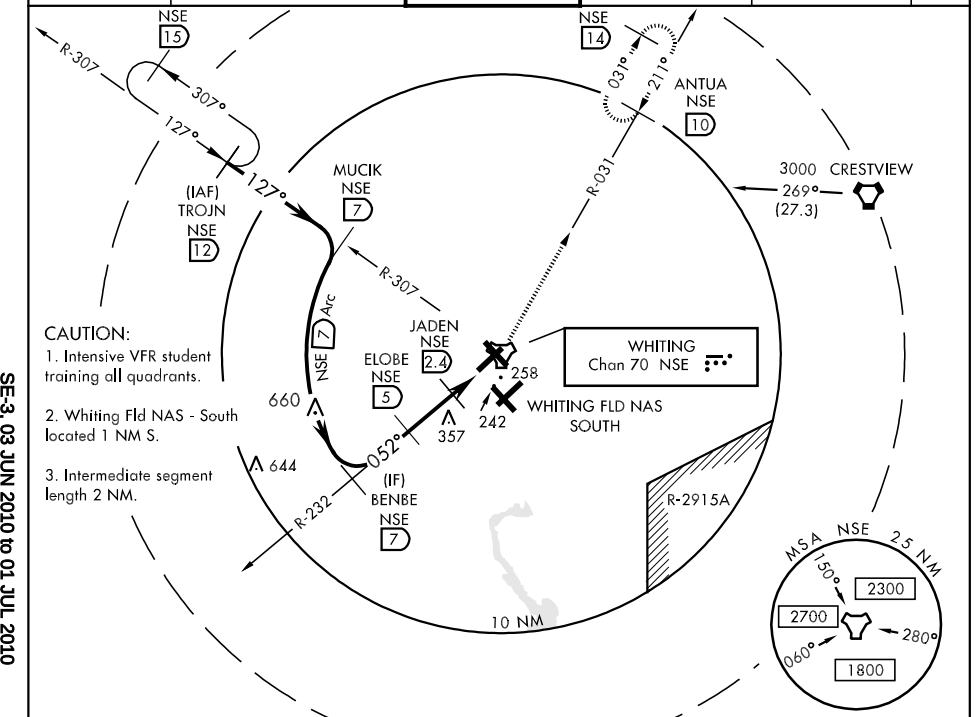
AL-602 [USN]

WHITING FLD NAS - NORTH (KNSE)

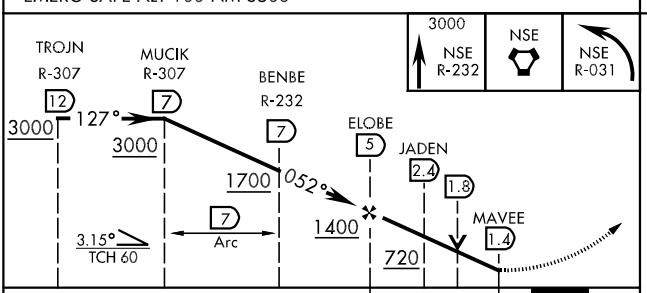
* Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

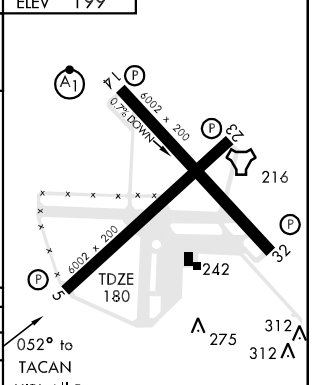
MISSED APPROACH: Climb to 3000 via R-232 to NSE TACAN, then via NSE R-031 to ANTUA and hold. Contact Pensacola APP CON.

ATIS *	PENSACOLA APP CON	NORTH WHITING TOWER *	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	



EMERG SAFE ALT 100 NM 3500





CATEGORY	A	B	C	D
S-5	500-1		320 (400-1)	
CIRCLING *	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 14

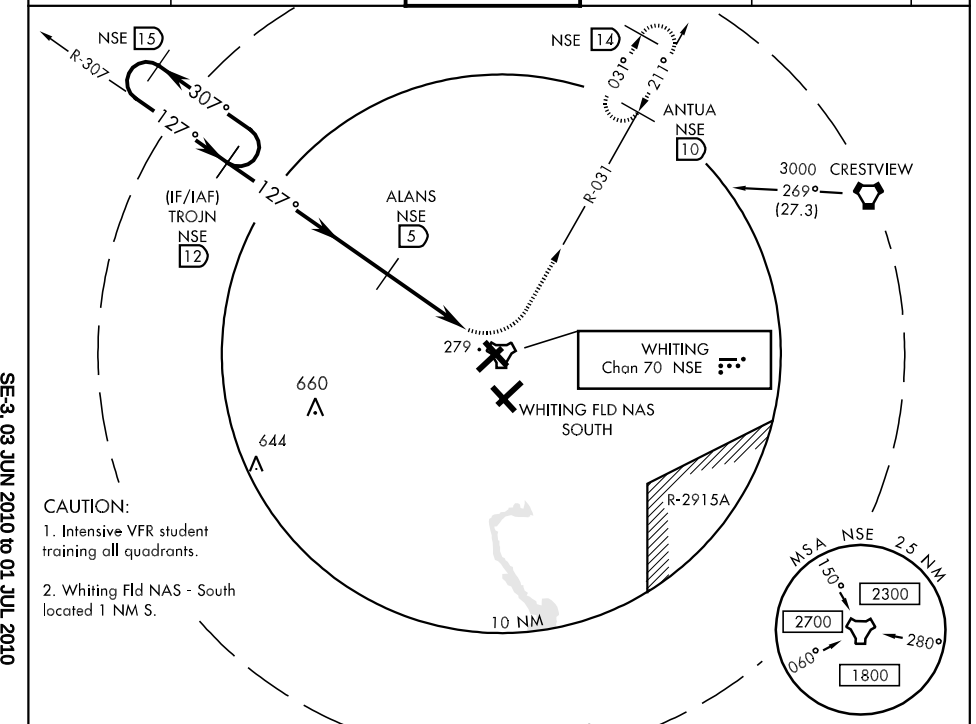
TACAN NSE Chan 70	APCH CRS 127°	Rwy Idg 6002 TDZE 199 Arpt Elev 199	AL-602 [USN]	WHITING FLD NAS - NORTH (KNSE)

* When ALS inop, increase vis CAT ABCD to 1 mile.
** Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

ALSF-1

MISSED APPROACH: Climb to 600, then climbing left turn to 3000, intercept NSE R-031 to ANTUA and hold. Contact Pensacola APP CON.

ATIS ★	PENSACOLA APP CON	NORTH WHITING TOWER ★	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	

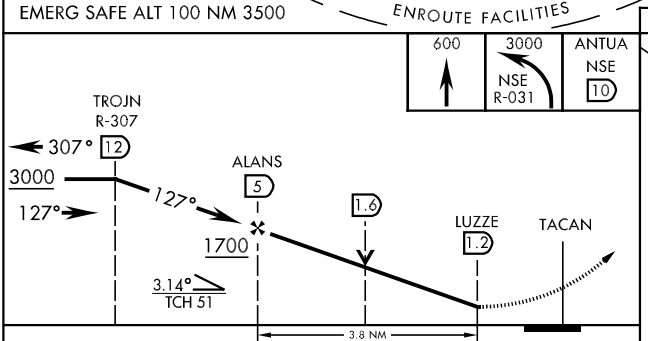


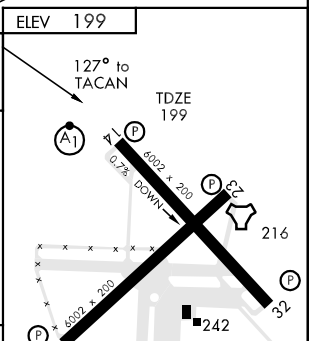
CAUTION:
1. Intensive VFR student training all quadrants.

2. Whiting Fld NAS - South located 1 NM S.

EMERG SAFE ALT 100 NM 3500

ENROUTE FACILITIES





HIRL All Rwy

CATEGORY	A	B	C	D
S-14 ★	540-½ 341 (400-½)		540- ¾ 341 (400-¾)	
CIRCLING ★★	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 23

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
Chan 70	211°	6002	183	199

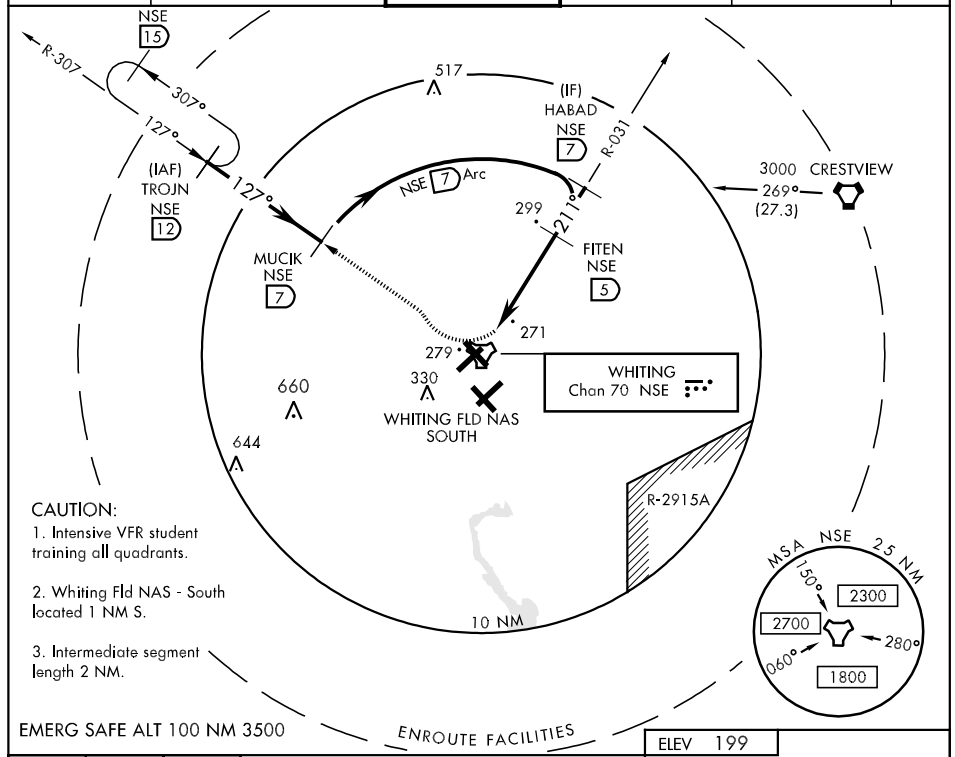
AL-602 [USN]

WHITING FLD NAS - NORTH (KNSE)

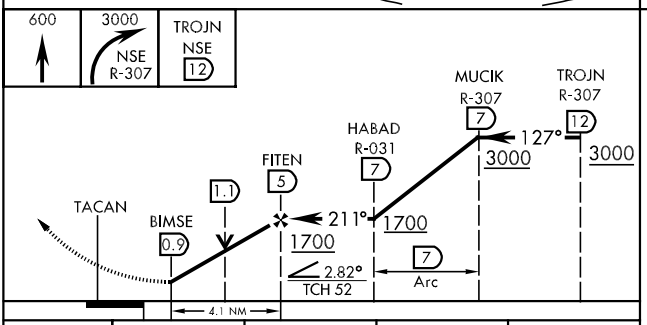
* Circling not authorized in sector SE of Rwy 5-23 and SW of Rwy 14-32.

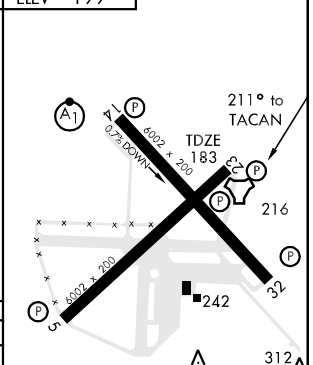
MISSED APPROACH: Climb to 600, then climbing right turn to 3000, intercept NSE R-307 to TROJN and hold. Contact Pensacola APP CON.

ATIS *	PENSACOLA APP CON	NORTH WHITING TOWER *	GND CON	CLNC DEL	ASR
290.325	127.35 278.8	121.4 306.925	251.15	257.775	



SE-3, 03 JUN 2010 to 01 JUL 2010





CATEGORY	A	B	C	D
S-23	540-1	357	(400-1)	540-1¼ 357 (400-1¼)
CIRCLING *	580-1 381 (400-1)	660-1 461 (500-1)	660-1½ 461 (500-1½)	760-2 561 (600-2)

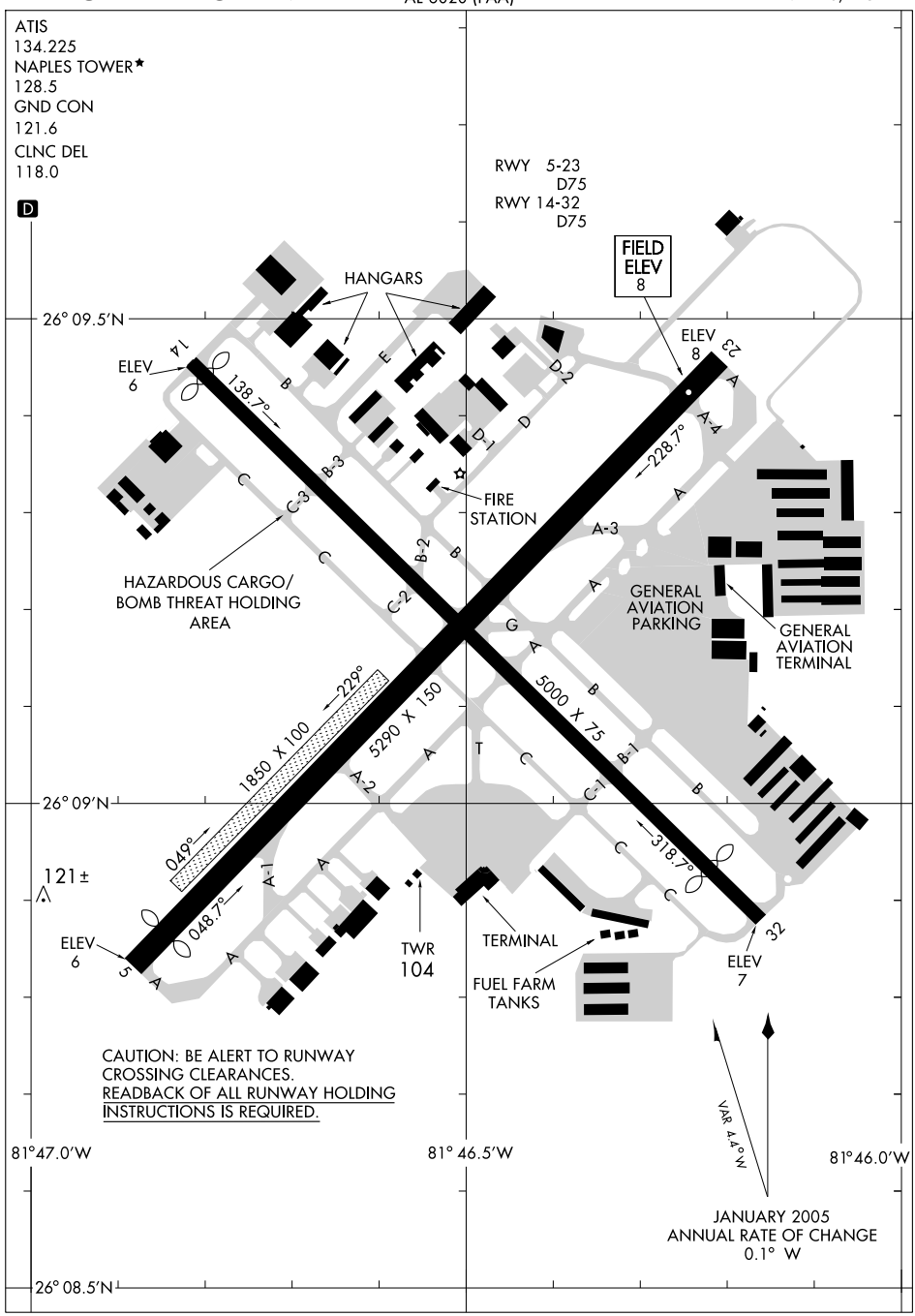
HIRL All Rwy

10154

AIRPORT DIAGRAM

AL-6020 (FAA)

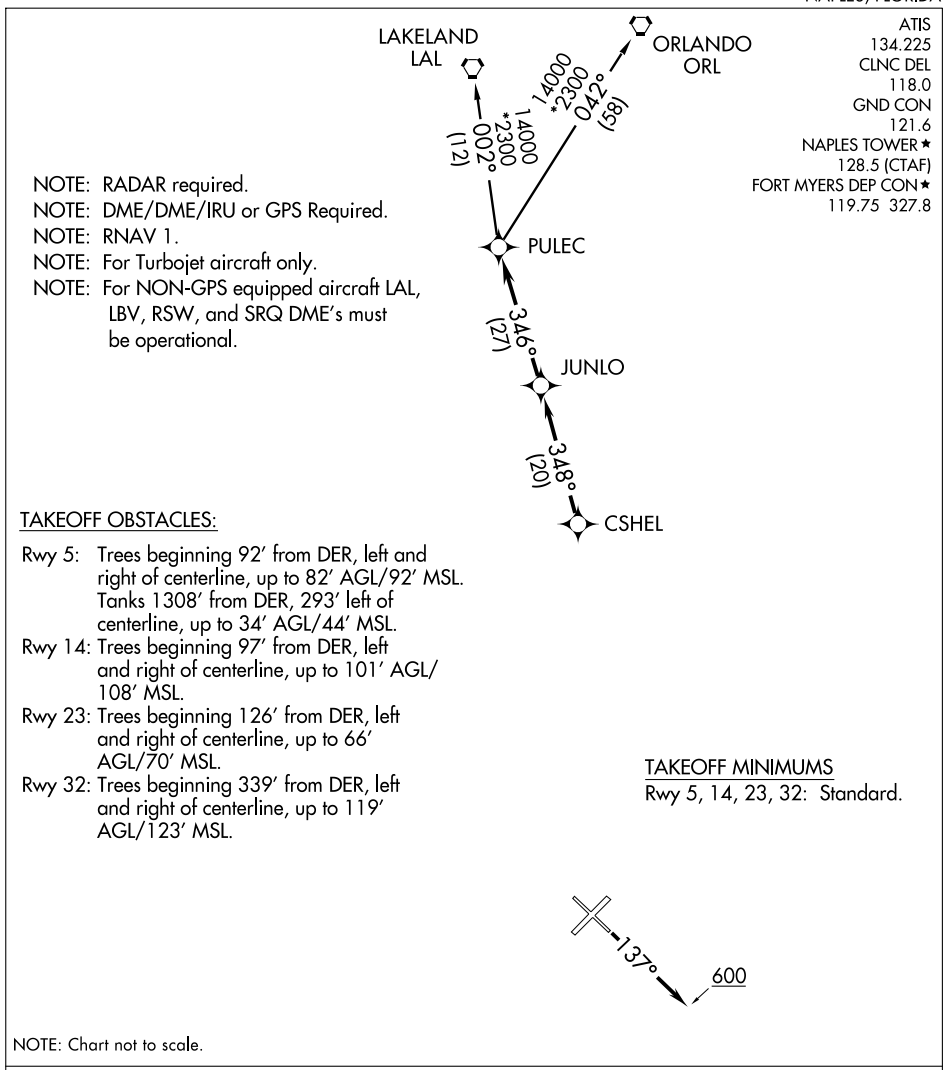
NAPLES MUNI (APF)
NAPLES, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

CSHEL FOUR DEPARTURE (RNAV)

NAPLES MUNI (APF)
NAPLES, FLORIDA



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5, 23, 32: Climb on assigned heading for radar vectors to CSHEL, then via depicted route to PULEC, thence....

TAKEOFF RUNWAY 14: Climb heading 137° to 600, then via radar vectors to CSHEL, then via depicted route to PULEC, thence....

....via (transition). Maintain 2000 or as assigned by ATC, expect filed altitude/flight level 10 minutes after departure.

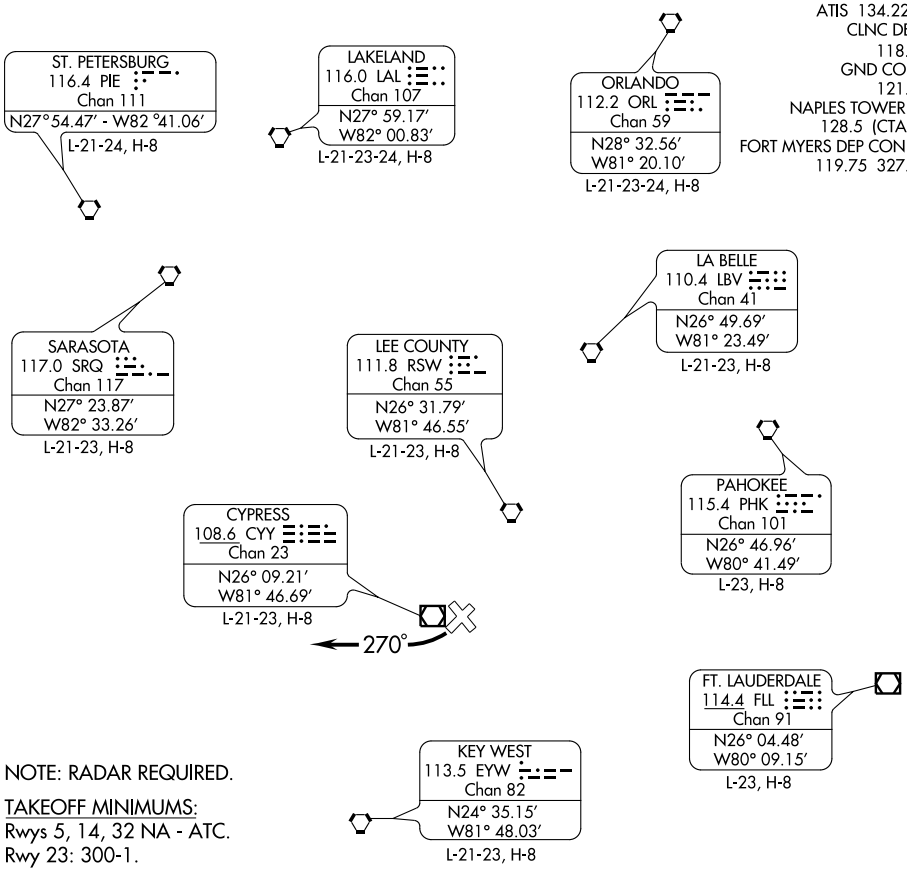
LAKELAND TRANSITION (CSHEL4.LAL):

ORLANDO TRANSITION (CSHEL4.ORL):

SE-3, 03 JUN 2010 to 01 JUL 2010

NAPLES TWO DEPARTURE

ATIS 134.225
CLNC DEL
118.0
GND CON
121.6
NAPLES TOWER★
128.5 (CTAF)
FORT MYERS DEP CON★
119.75 327.8



NOTE: RADAR REQUIRED.

TAKEOFF MINIMUMS:
Rwys 5, 14, 32 NA - ATC.
Rwy 23: 300-1.

OBSTACLE NOTE:
RWY 23; Trees 400 feet left and right of departure end of runway, up to 100 feet AGL/110 feet MSL.

NOISE ABATEMENT NOTE:
Jet aircraft departure procedures and headings are predicated on avoiding noise sensitive areas. Flight crew awareness and compliance is important in minimizing noise impacts on surrounding communities.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

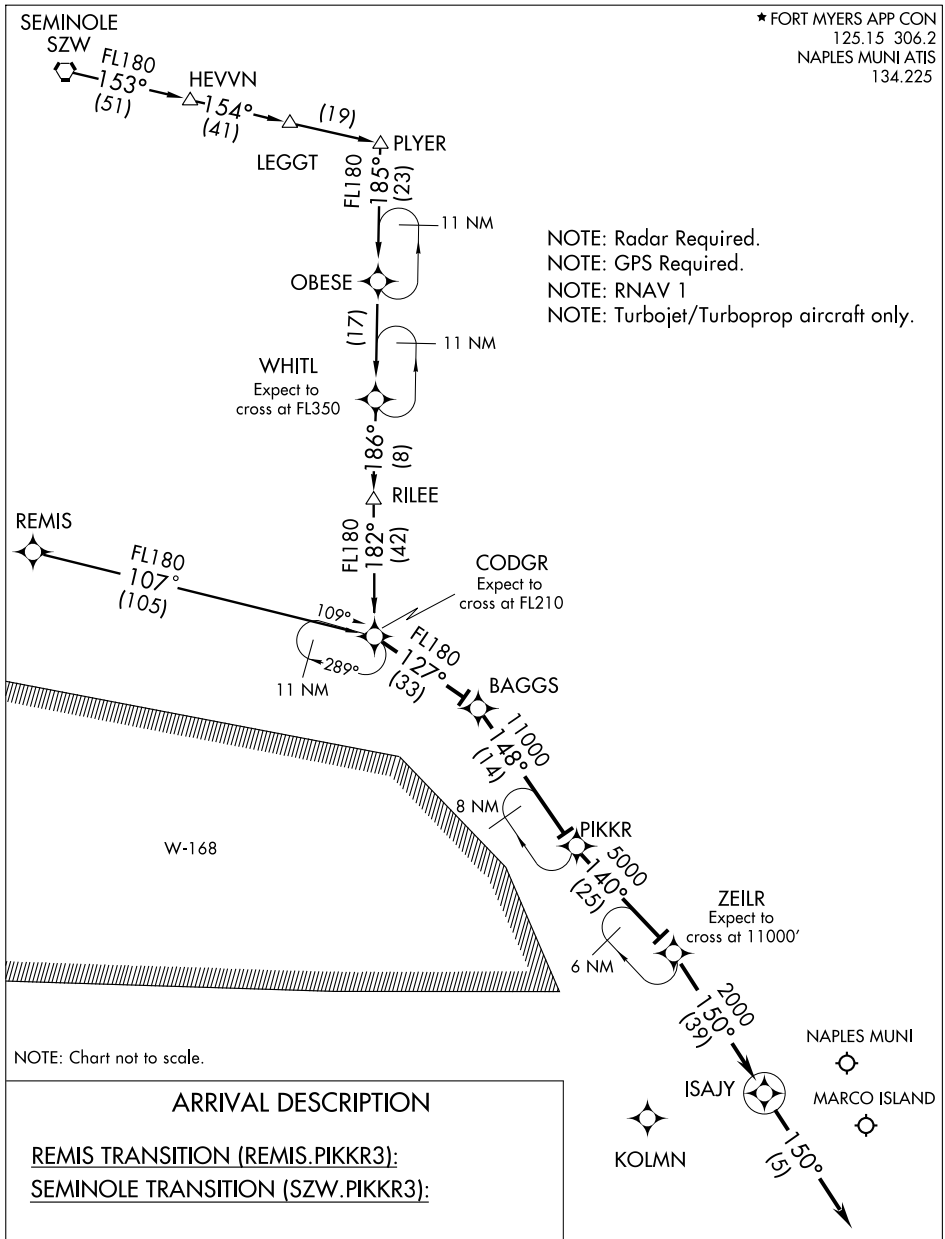
TAKE-OFF RUNWAY 23: Turn right heading 270°. Climb and maintain 2000. Expect radar vectors to join assigned route. Expect clearance to filed altitude 10 minutes after departure.

SE-3, 03 JUN 2010 to 01 JUL 2010

PIKKR THREE ARRIVAL (RNAV)

ST-6020 (FAA)

NAPLES, FLORIDA



ARRIVAL DESCRIPTION

REMIS TRANSITION (REMIS.PIKKR3):

SEMINOLE TRANSITION (SZW.PIKKR3):

From over CODGR via 127° track to BAGGS, thence as depicted to ISAJY, then via 150° heading. Expect radar vectors.

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 73015 W05A	APP CRS 047°	Rwy Idg 5000 TDZE 8 Apt Elev 8

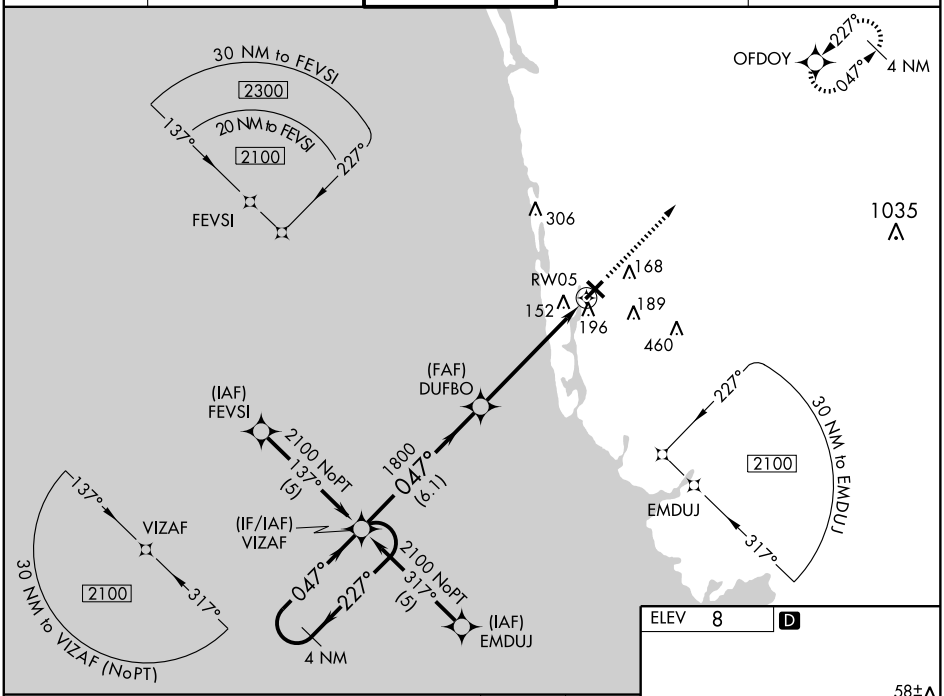
RNAV (GPS) RWY 5

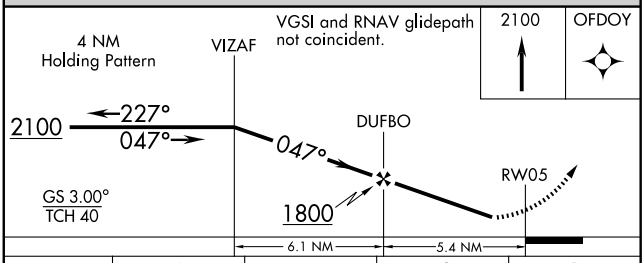
NAPLES MUNI (APF)

Baro-VNAV NA when using Southwest Florida Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southwest Florida Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV, LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile

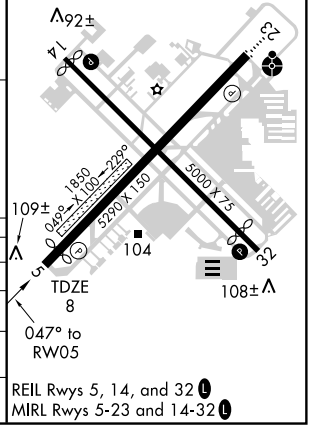
MISSED APPROACH: Climb to 2100 direct OFDOY and hold.

ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	NAPLES CLNC DEL
134.225	119.75 327.8	128.5 (CTAF) L	121.6	118.0





CATEGORY	A	B	C	D
LPV DA		295-1 287 (300-1)		
LNAV/VNAV DA		446-1½ 438 (500-1½)		
LNAV MDA	460-1 452 (500-1)		460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)
CIRCLING	500-1 492 (500-1)		500-1½ 492 (500-1½)	560-2 552 (600-2)



REIL Rwys 5, and 32 L
MIRL Rwys 5-23 and 14-32 L

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS CH 69314 W23A	APP CRS 227°	Rwy Idg 5000 TDZE 8 Apt Elev 8

RNAV (GPS) RWY 23

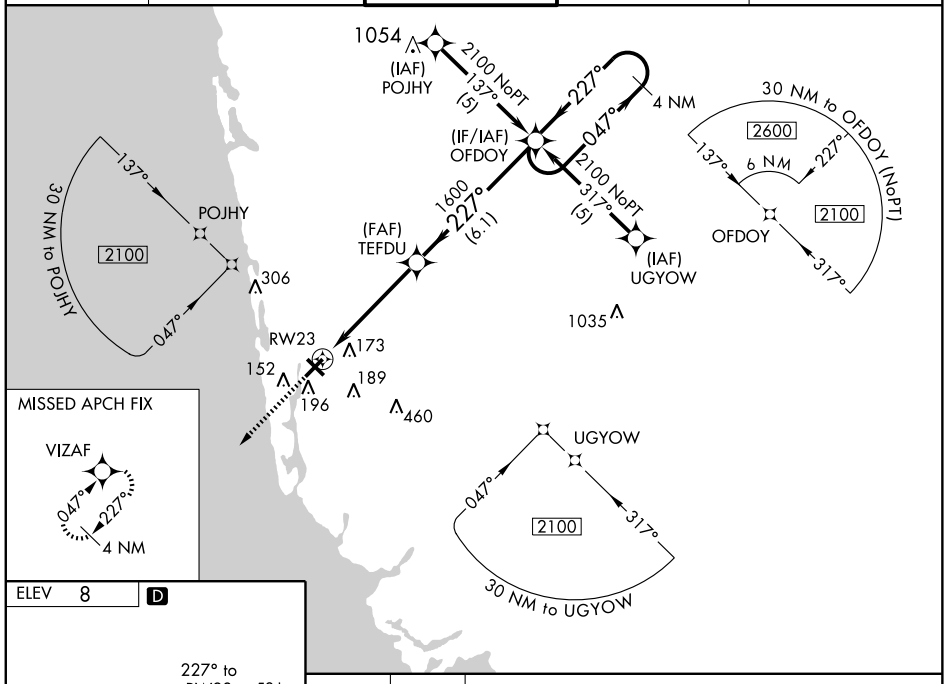
NAPLES MUNI (APF)

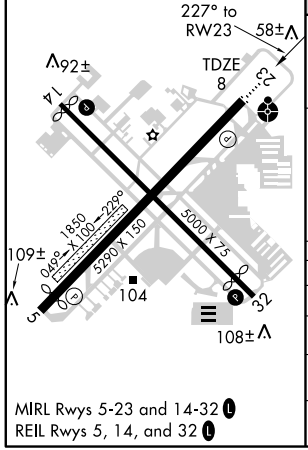
Inoperative table does not apply. Baro-VNAV NA when using Southwest Florida Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not recieved, use Southwest Florida Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

ODALS

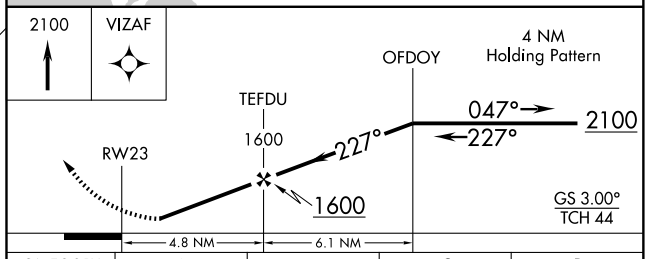
MISSED APPROACH: Climb to 2100 direct VIZAF and hold.

ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	NAPLES CLNC DEL
134.225	119.75 327.8	128.5 (CTAF) L	121.6	118.0





MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14, and 32 L



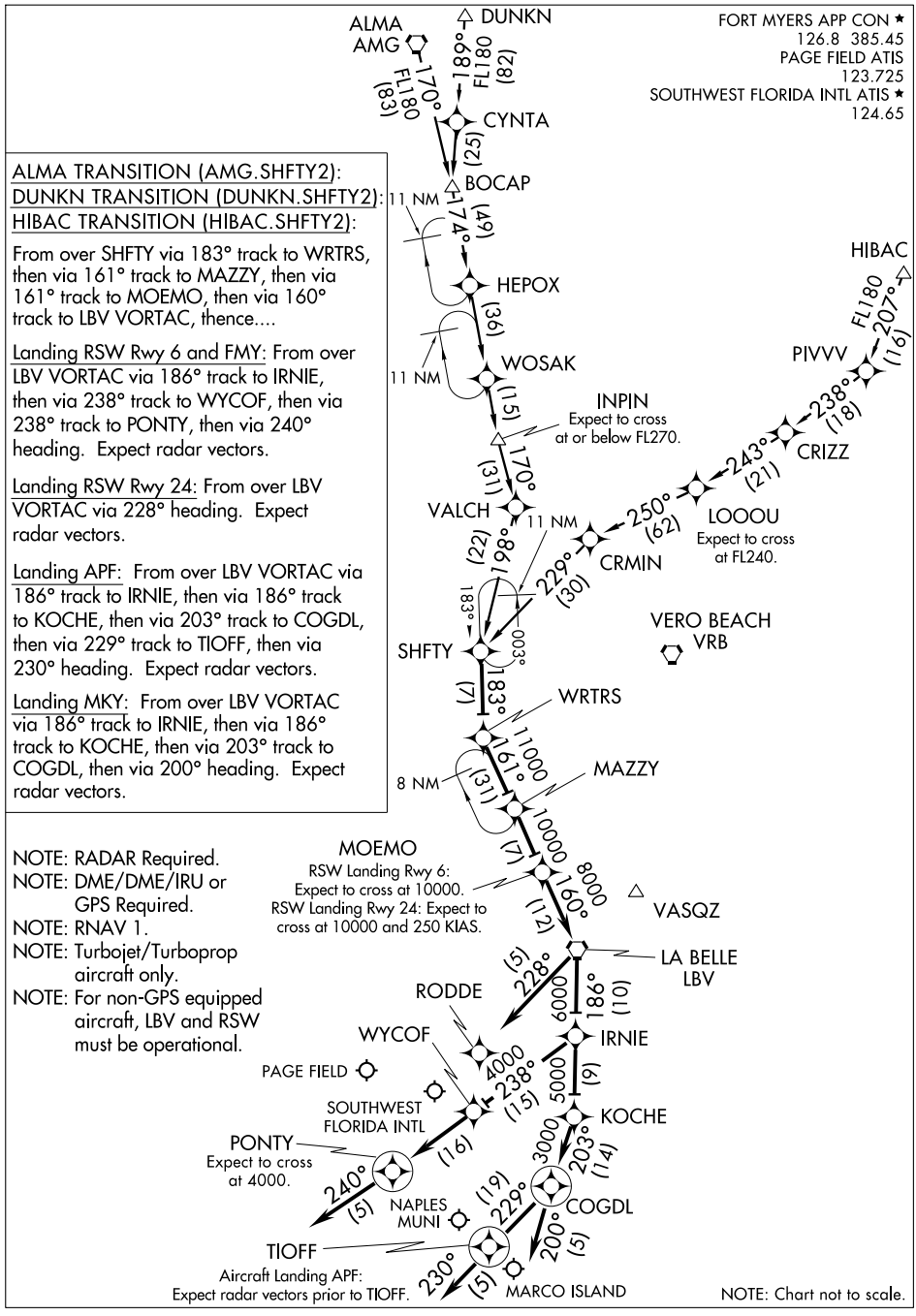
CATEGORY	A	B	C	D
LPV DA	313-1	305 (400-1)		
LNAV/VNAV DA	461-1½	453 (500-1½)		
LNAV MDA	440-1	432 (500-1)	440-1¼ 432 (500-1¼)	440-1½ 432 (500-1½)
CIRCLING	500-1	492 (500-1)	500-1½ 492 (500-1½)	560-2 552 (600-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

(SHFTY.SHFTY2) 10154 ST-154 (FAA)

SHFTY TWO ARRIVAL (RNAV)

FORT MYERS, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

NAPLES, FLORIDA

AL-6020 (FAA)

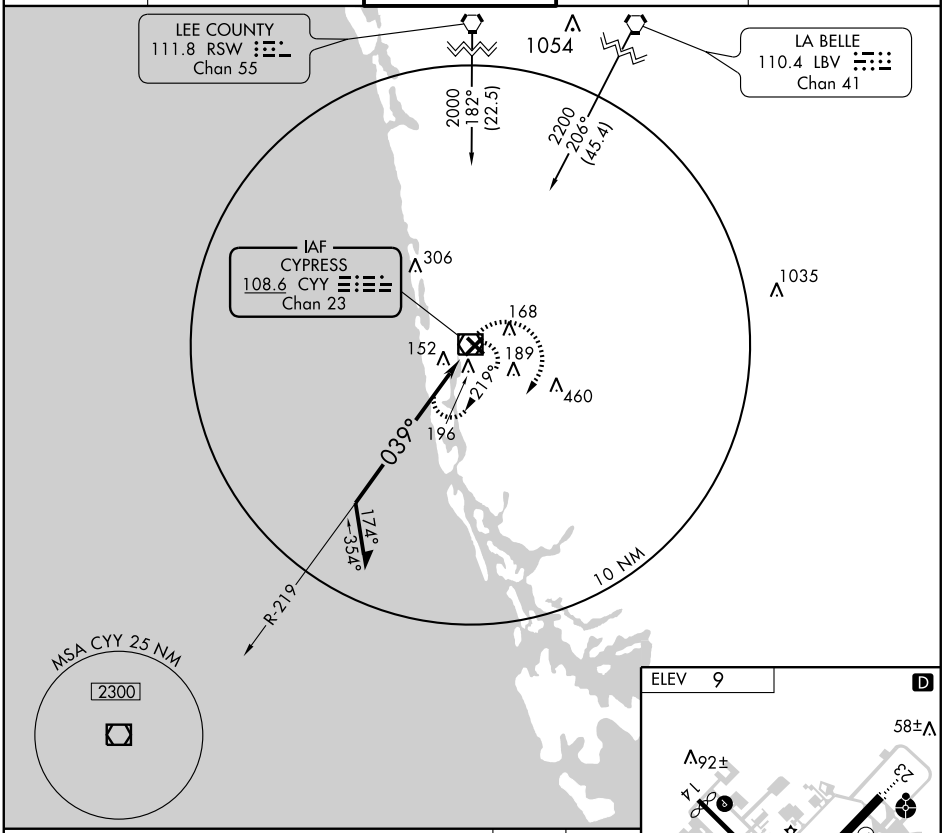
VOR/DME CYY 108.6 Chan 23	APP CRS 039°	Rwy Idg 5000 TDZE 9 Apt Elev 9

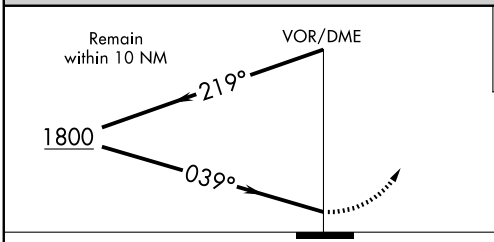
VOR RWY 5

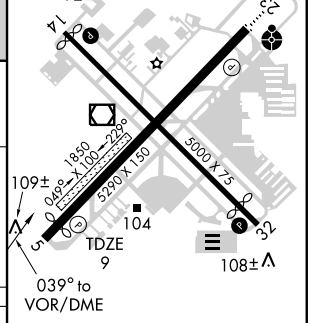
NAPLES MUNI (APF)

MISSED APPROACH: Climbing right turn to 1800 in CYY VOR/DME holding pattern.

ATIS	FORT MYERS APP CON ★	NAPLES TOWER ★	GND CON	NAPLES CLNC DEL
134.225	119.75 327.8	128.5 (CTAF) L	121.6	118.0







CATEGORY	A	B	C	D
S-5	500-1 491 (500-1)		500-1¼ 491 (500-1¼)	500-1½ 491 (500-1½)
CIRCLING	500-1 491 (500-1)		500-1½ 491 (500-1½)	560-2 551 (600-2)

MIRL Rwys 5-23 and 14-32 L

REIL Rwys 5, 14 and 32 L

SE-3, 03 JUN 2010 to 01 JUL 2010

VOR/DME CYY	APP CRS	Rwy Idg	5000
108.6	235°	TDZE	8
Chan 23		Apt Elev	8

10154

VOR RWY 23

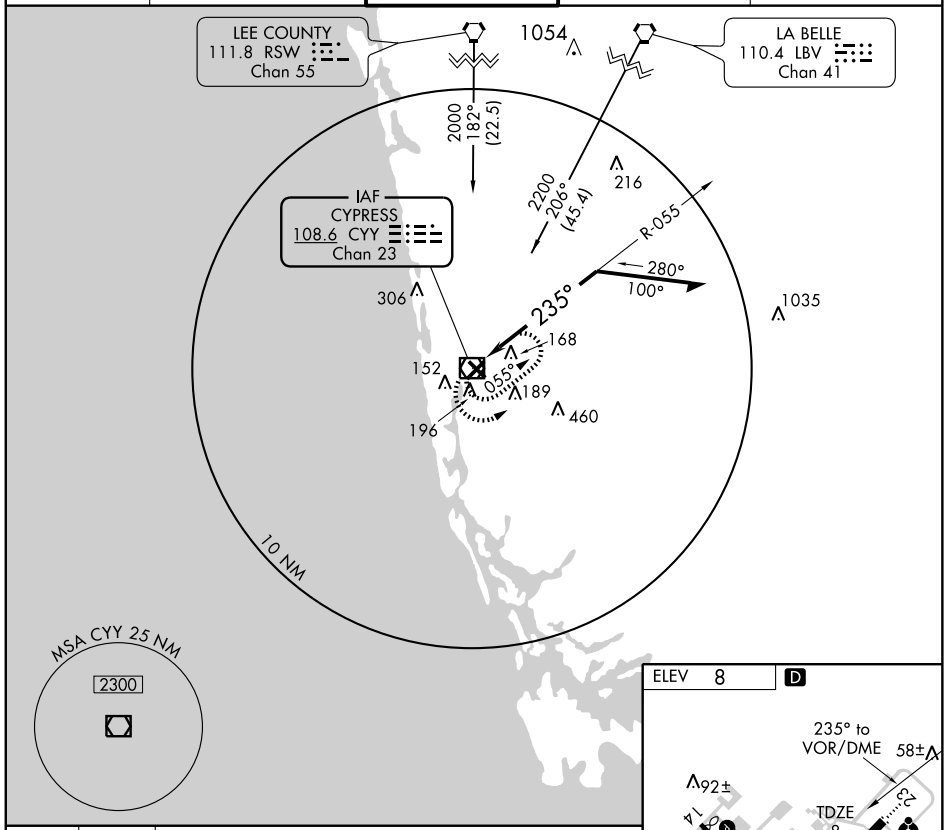
NAPLES MUNI (APF)

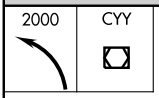
Inoperative table does not apply.
Visibility reduction by helicopters NA.

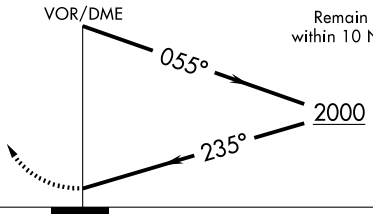
ODALS

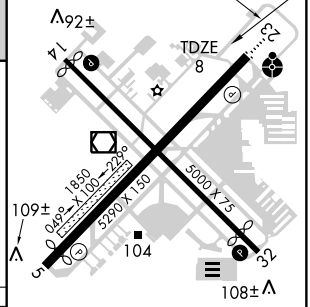
MISSED APPROACH: Climbing left turn to 2000 in CYY VOR/DME holding pattern.

ATIS	FORT MYERS APP CON★	NAPLES TOWER★	GND CON	NAPLES CLNC DEL
134.225	119.75 327.8	128.5 (CTAF) L	121.6	118.0









CATEGORY	A	B	C	D
S-23	580-1	572 (600-1)	580-1½ 572 (600-1½)	580-1¾ 572 (600-1¾)
CIRCLING	580-1	572 (600-1)	580-1½ 572 (600-1½)	580-2 572 (600-2)

MIRL Rwys 5-23 and 14-32 L
REIL Rwys 5, 14 and 32 L

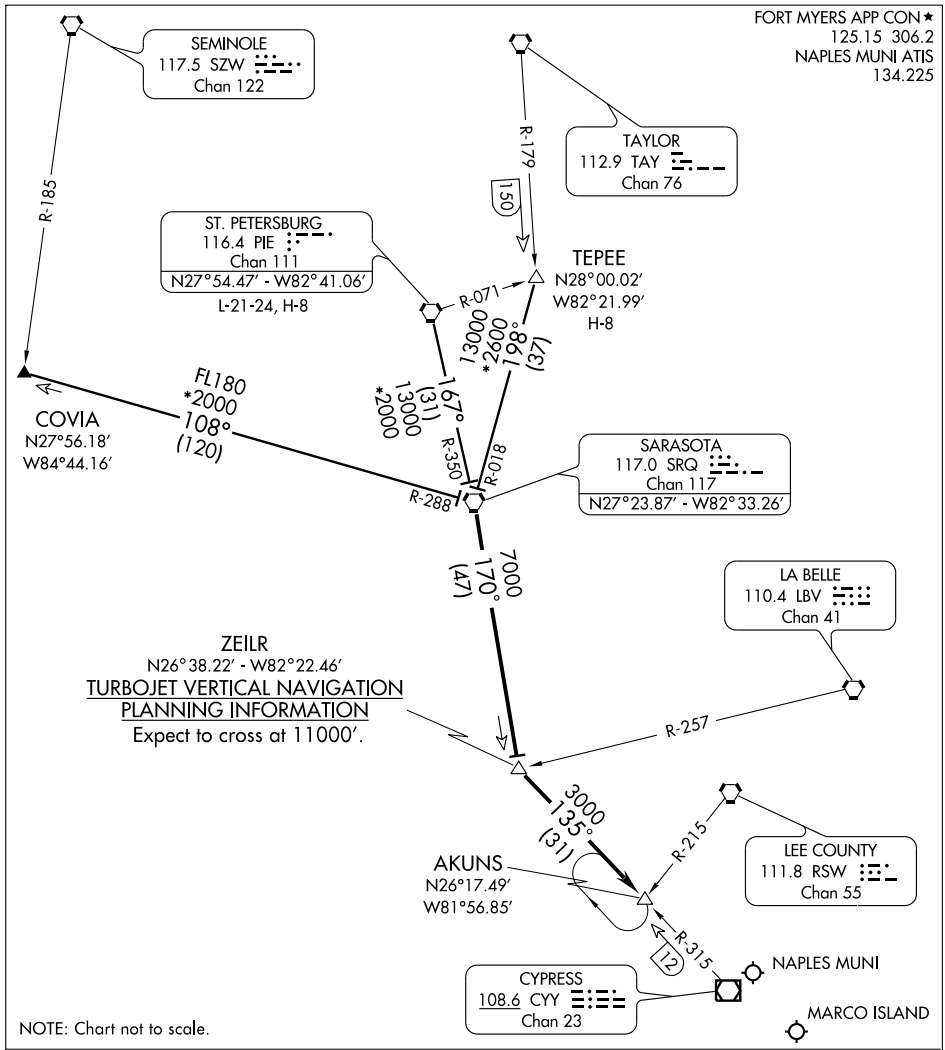
SE-3, 03 JUN 2010 to 01 JUL 2010

(ZEILR.ZEILR2) 08325

ZEILR TWO ARRIVAL

ST-6020 (FAA)

NAPLES, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

COVIA TRANSITION (COVIA.ZEILR2): From over COVIA INT via SRQ R-288 to SRQ VORTAC. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.ZEILR2): From over PIE VORTAC via PIE R-167 to SRQ VORTAC. Thence. . . .

TEPEE TRANSITION (TEPEE.ZIELR2): From over TEPEE INT via SRQ R-018 to SRQ VORTAC. Thence. . . .

. . . .From over SRQ VORTAC via SRQ R-170 to ZEILR INT. Then via CYY R-315 to AKUNS INT. Expect radar vectors to final approach course.

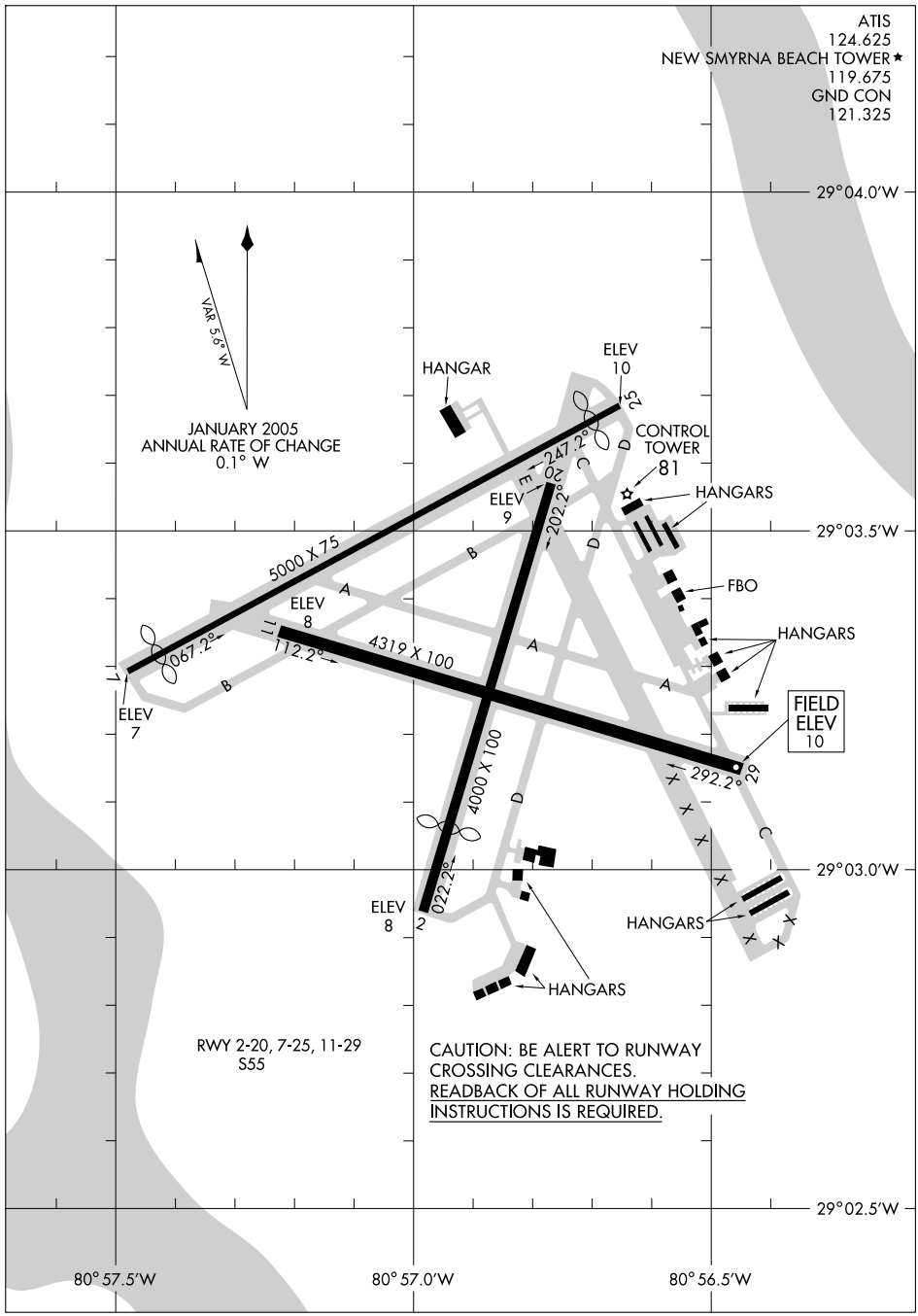
09295

AIRPORT DIAGRAM

AL-6459 (FAA)

NEW SMYRNA BEACH MUNI (EVB)

NEW SMYRNA BEACH, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

NDB EVB 417	APP CRS 304°	Rwy Idg 4319 TDZE 10 Apt Elev 10

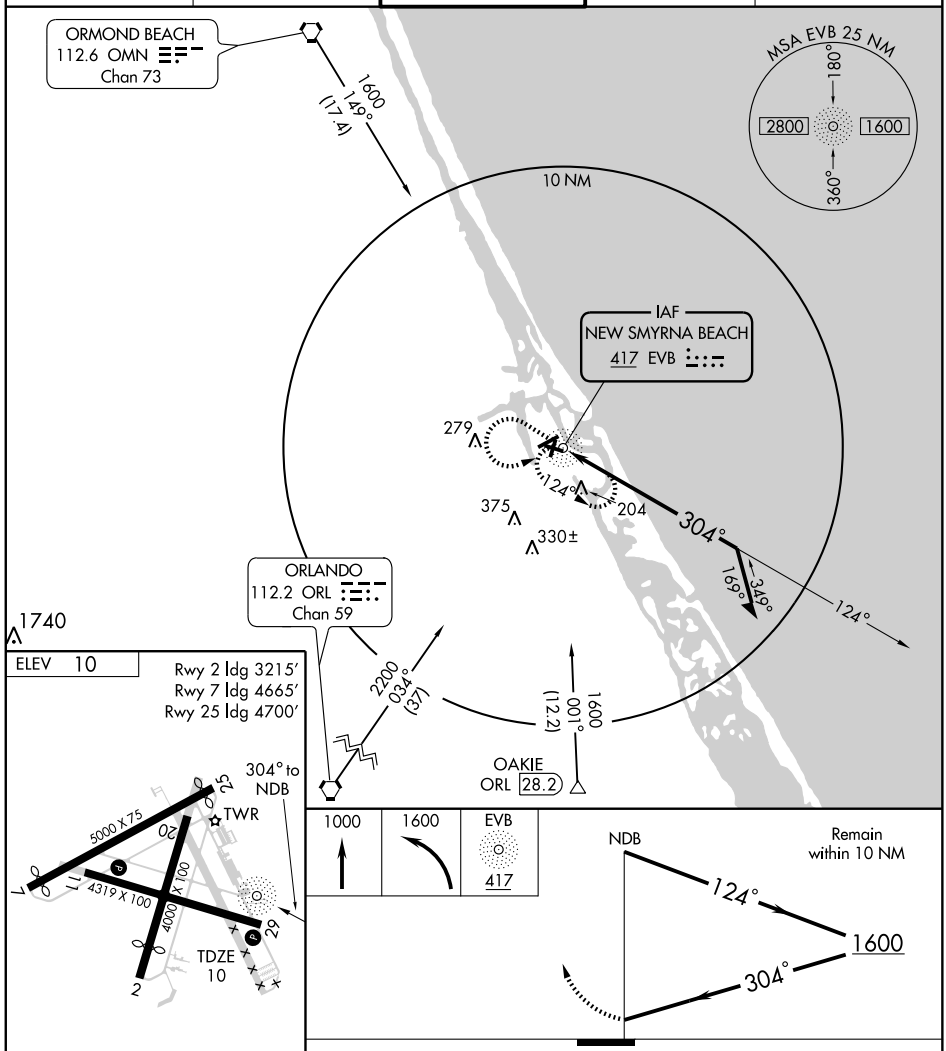
NDB RWY 29

NEW SMYRNA BEACH MUNI (EVB)

Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct EVB NDB and hold.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF)	121.325	122.95



Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-29	640-1	630 (700-1)	640-1¾ 630 (700-1¾)	640-2 630 (700-2)
CIRCLING	640-1	630 (700-1)	640-1¾ 630 (700-1¾)	640-2 630 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

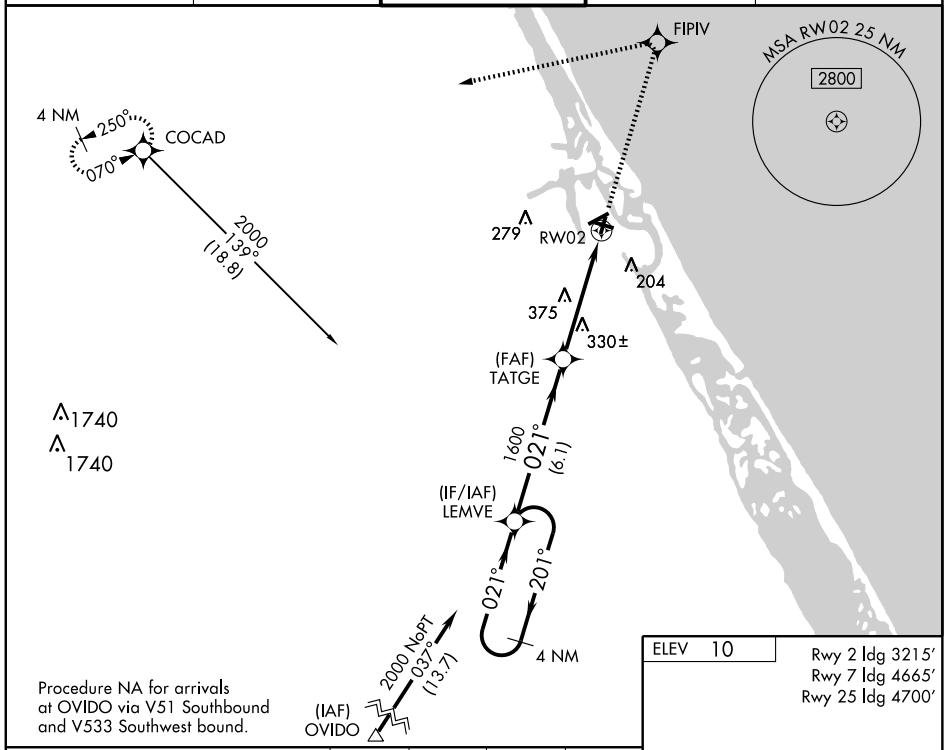
WAAS	APP CRS		
CH 45900 W02A	021°	Rwy Idg	3215
		TDZE	9
		Apt Elev	10

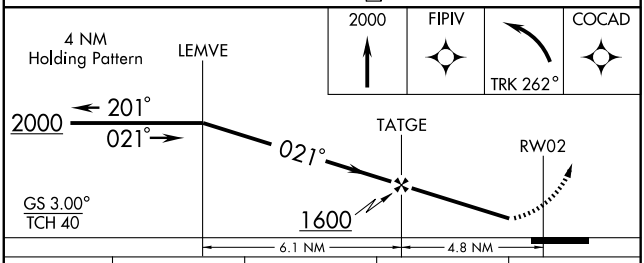
RNAV (GPS) RWY 2
NEW SMYRNA BEACH MUNI (EVB)

Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase DA to 370 feet and all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

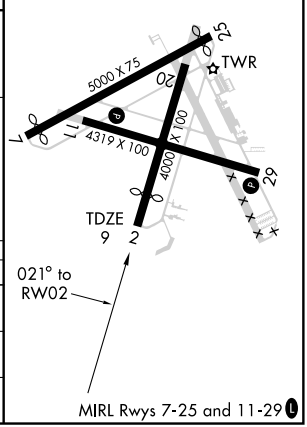
MISSED APPROACH: Climb to 2000 direct FIPIV and left turn via 262° track to COCAD and hold.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.8





CATEGORY	A	B	C	D
LPV DA	336-1¼	327 (400-1¼)		
LNAV MDA	700-1	691 (700-1)	700-2 691 (700-2)	700-2¼ 691 (700-2¼)
CIRCLING	700-1¼	690 (700-1¼)	700-2 690 (700-2)	700-2¼ 690 (700-2¼)



SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4665
066°	TDZE	9
	Apt Elev	10

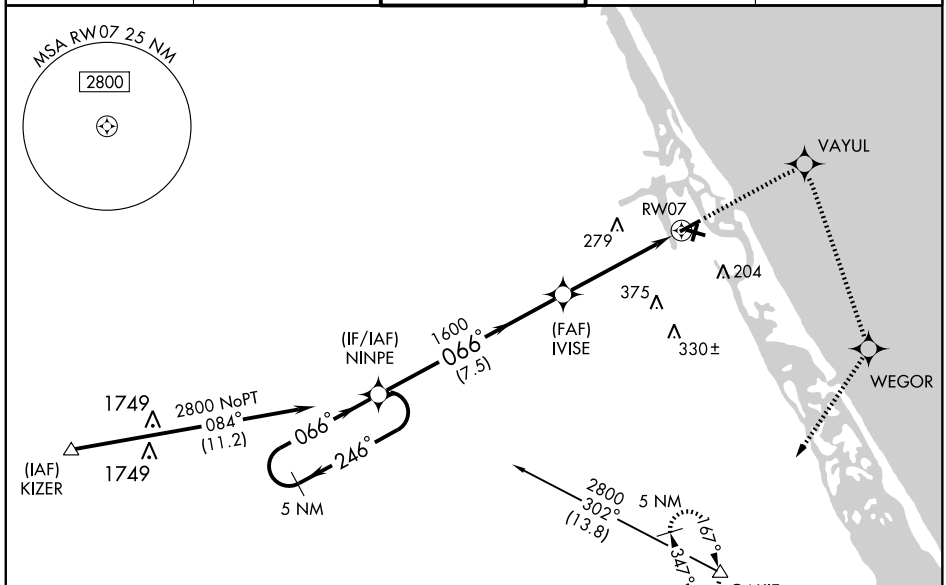
RNAV (GPS) RWY 7
NEW SMYRNA BEACH MUNI (EVB)

NA
ASR

Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2800 direct VAYUL and right turn via 165° track to WEGOR and via 218° track to OAKIE and hold.

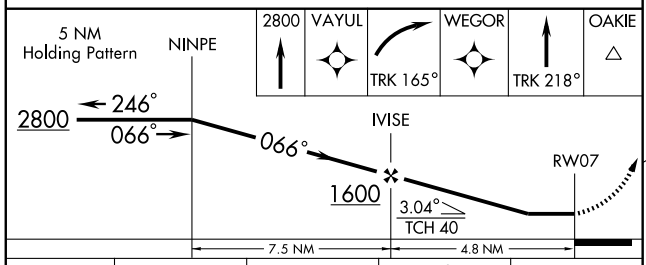
ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.95

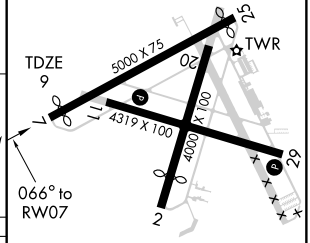


Procedure NA for arrivals at OAKIE via V3-533 Southbound.

ELEV 10

Rwy 2 ldg 3215′
Rwy 7 ldg 4665′
Rwy 25 ldg 4700′





CATEGORY	A	B	C	D
LNAV MDA	440-1	431 (500-1)	440-1¼ 431 (500-1¼)	440-1½ 431 (500-1½)
CIRCLING	440-1 430 (500-1)	460-1 450 (500-1)	580-1½ 570 (600-1½)	620-2 610 (700-2)

MIRL Rwys 7-25 and 11-29 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH 50500	246°	Rwy Idg	4700
W25A		TDZE	10
		Apt Elev	10

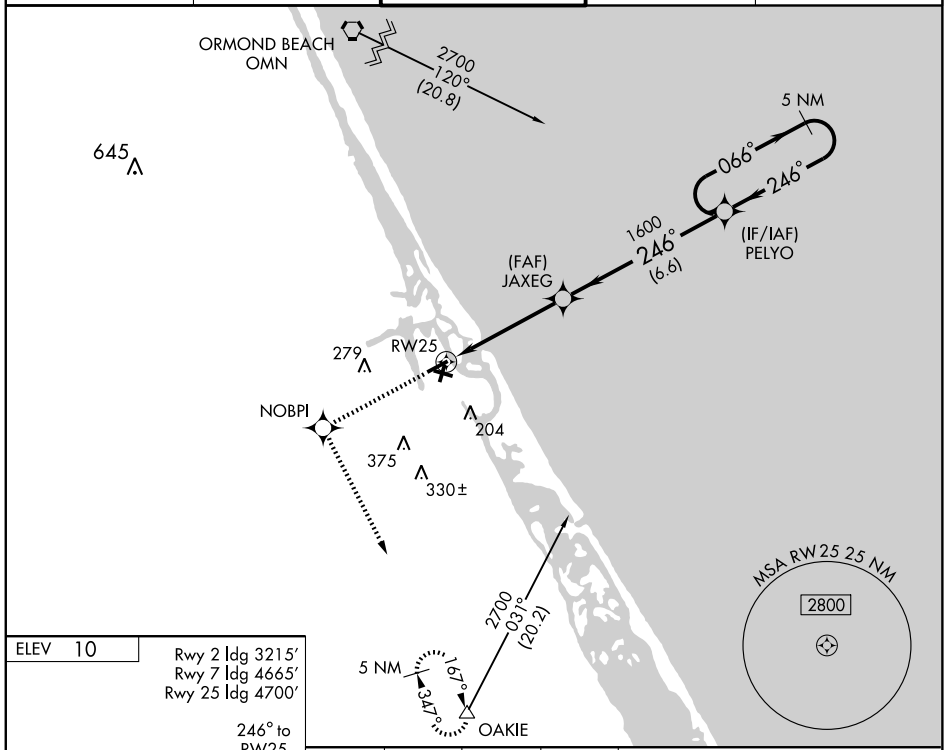
RNAV (GPS) RWY 25
NEW SMYRNA BEACH MUNI (EVB)

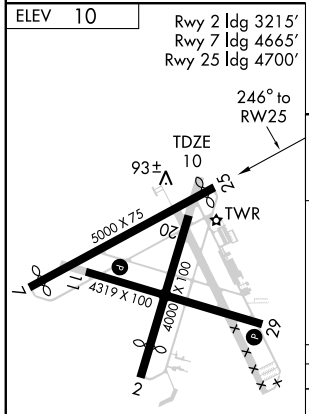
NA
ASR

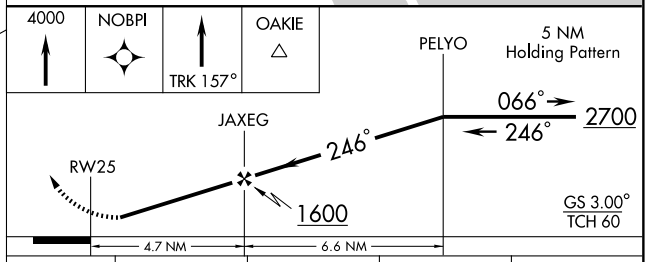
Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase DA to 337 feet and all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct NOBPI and via 157° track to OAKIE and hold, continue climb-in-hold to 4000.

ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.8







CATEGORY	A	B	C	D
LPV DA	303-1 293 (300-1)			NA
LNAV MDA	380-1 370 (400-1)			NA
CIRCLING	440-1 430 (500-1)	460-1 450 (500-1)	580-1½ 570 (600-1½)	NA

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4319
CH 97700	291°	TDZE	10
W29A		Apt Elev	10

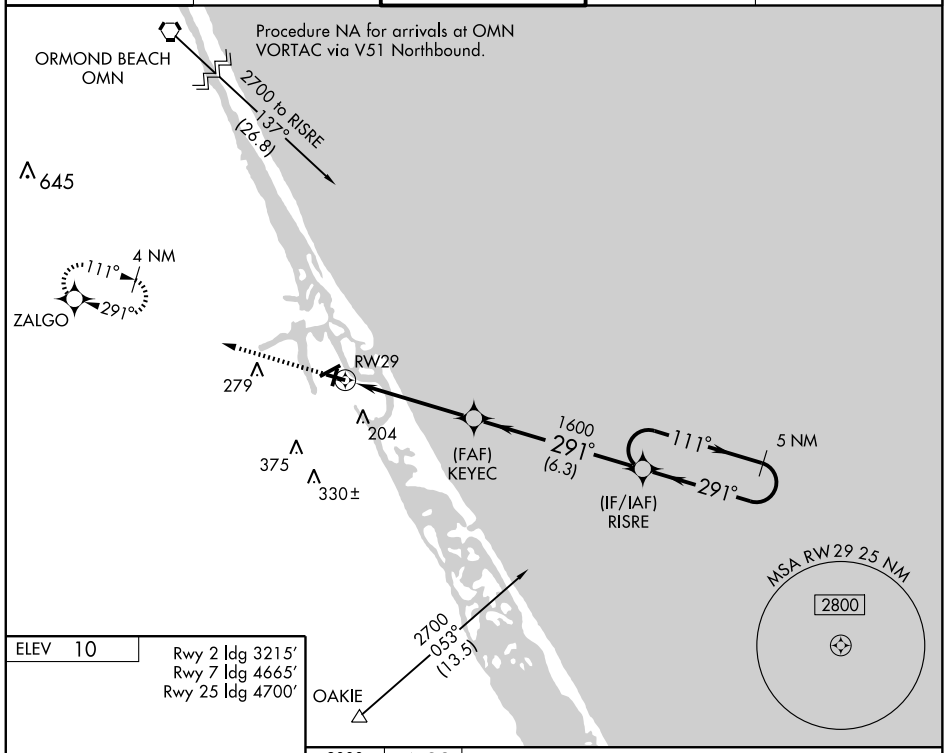
RNAV (GPS) RWY 29
NEW SMYRNA BEACH MUNI (EVB)

NA
ASR

Use Daytona Beach Intl altimeter setting; if not received, use Orlando Sanford Intl altimeter setting and increase DA to 342 feet and all MDAs 40 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

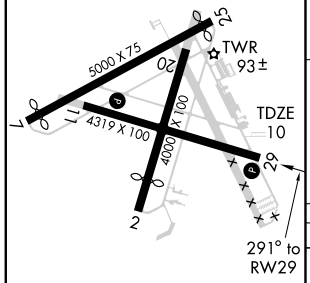
MISSED APPROACH: Climb to 2000 direct ZALGO and hold.

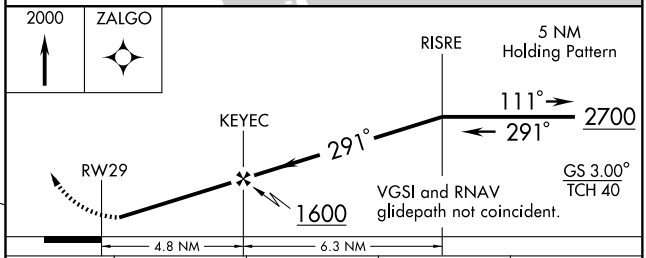
ATIS	DAYTONA APP CON	NEW SMYRNA TOWER★	GND CON	UNICOM
124.625	125.35 322.3	119.675 (CTAF) L	121.325	122.95



ELEV 10

Rwy 2 ldg 3215′
Rwy 7 ldg 4665′
Rwy 25 ldg 4700′





CATEGORY	A	B	C	D
LPV DA	308-1 298 (300-1)			
LNAV MDA	380-1 370 (400-1)			380-1¼ 370 (400-1¼)
CIRCLING	440-1 430 (500-1)	460-1 450 (500-1)	580-1½ 570 (600-1½)	620-2 610 (700-2)

MIRL Rwys 7-25 and 11-29 L

SE-3. 03 JUN 2010 to 01 JUL 2010

NEW SMYRNA BEACH, FLORIDA AL-6965 (FAA)

NDB EVB 417	APP CRS 173°	Rwy Idg 3852 TDZE 12 Apt Elev 12

NDB or GPS RWY 18

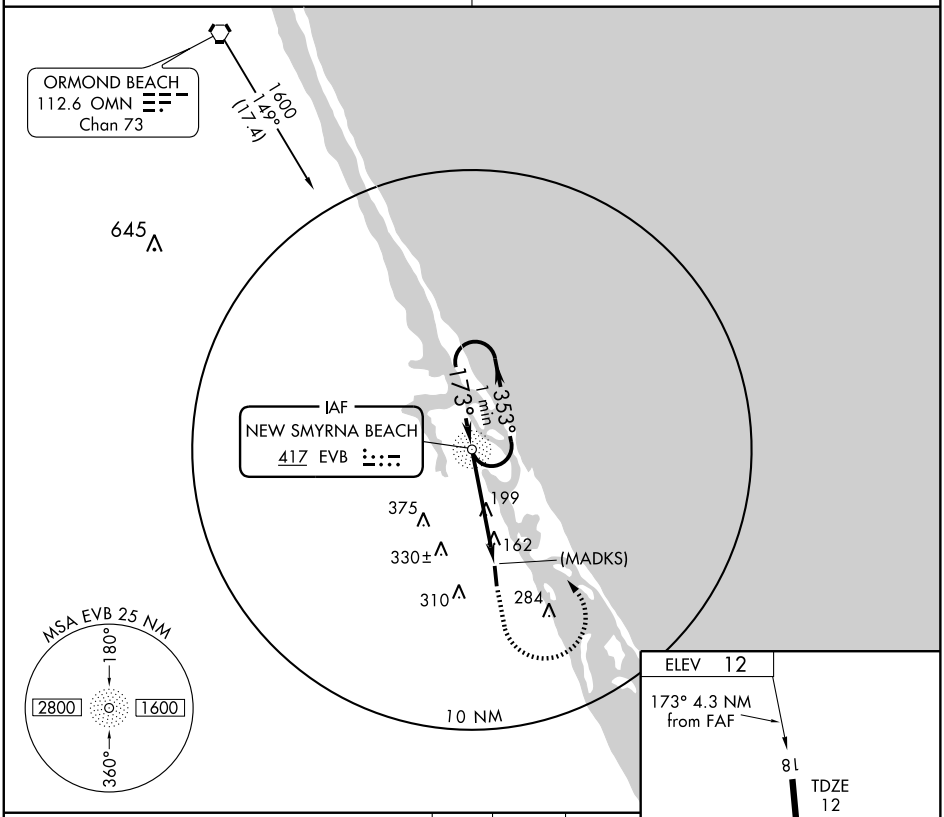
NEW SMYRNA BEACH/ MASSEY RANCH AIRPARK (X50)

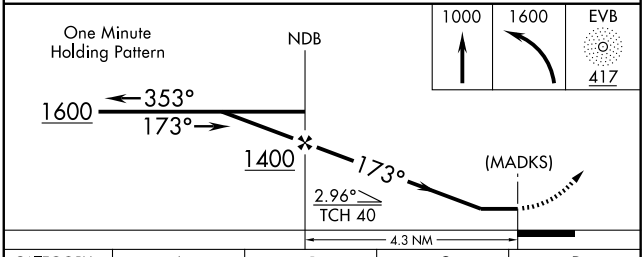
NA

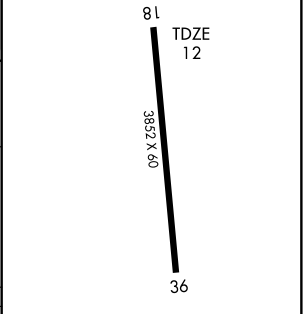
Use Daytona Beach, FL, altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct EVB NDB and hold.

DAYTONA APP CON	UNICOM
125.35 322.3	122.7 (CTAF)







CATEGORY	A	B	C	D
S-18	600-1 588 (600-1)		600-1½ 588 (600-1½)	NA
CIRCLING	600-1 588 (600-1)	660-1 648 (700-1)	660-1¾ 648 (700-1¾)	NA

LIRL Rwy 18-36

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-OCF	APP CRS	Rwy Idg	6347
111.5	004°	TDZE	80
		Apt Elev	89

ILS or LOC/DME RWY 36

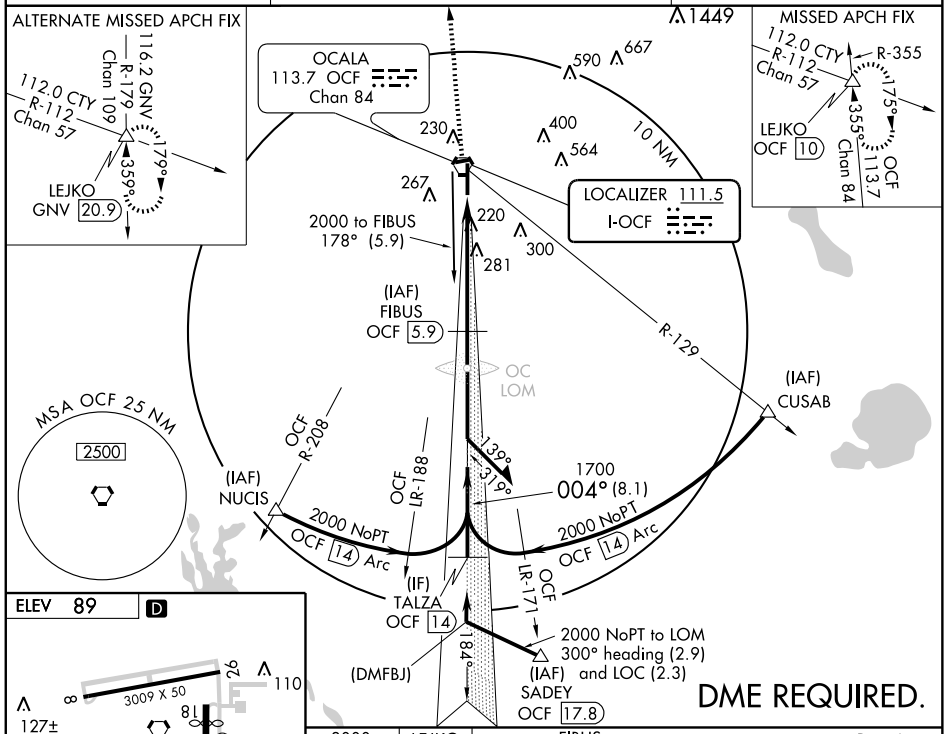
OCALA INTL-JIM TAYLOR FIELD (OCF)

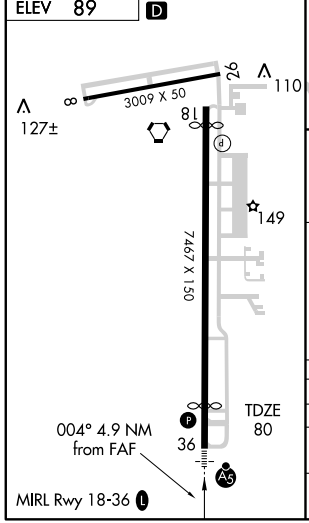
T A — DME from OCF VORTAC. Simultaneous reception of I-OCF and OCF DME required. When local altimeter setting not received, use Gainesville altimeter setting and increase S-ILS 36 DA to 361 and all MDA 100 feet; increase S-LOC 36 Cats C and D visibility ¼ mile. Inoperative table does not apply to S-ILS 36 all Cats when using local altimeter setting. For inoperative MALSR, increase S-LOC 36 Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainesville altimeter setting, increase S-LOC 36 Cats A and B visibility to 1 mile.

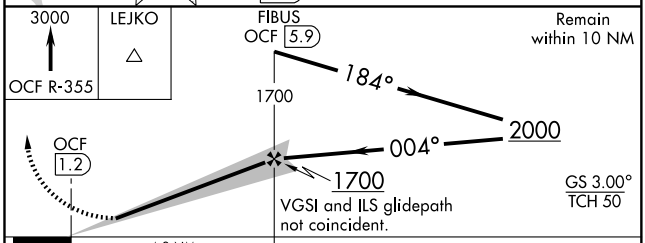
MALSR

MISSED APPROACH: Climb to 3000 via OCF VORTAC R-355 to LEJKO INT/OCF VORTAC 10 DME and hold continue climb-in-hold to 3000.

AWOS-3	JACKSONVILLE APP CON	UNICOM
128.125	118.6 251.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 36	280-¾ 200 (200-¾)			
S-LOC 36	540-¾ 460 (500-¾)			540-1 460 (500-1)
CIRCLING	580-1 491 (500-1)		580-1½ 491 (500-1½)	640-2 551 (600-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6747
184°	TDZE	81
	Apt Elev	89

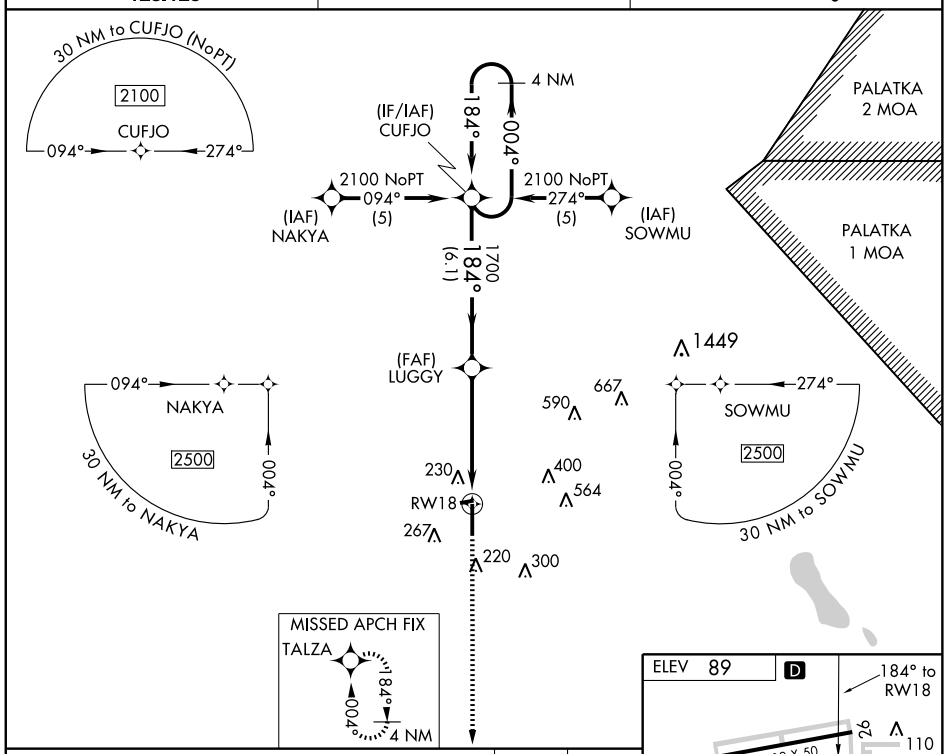
RNAV (GPS) RWY 18

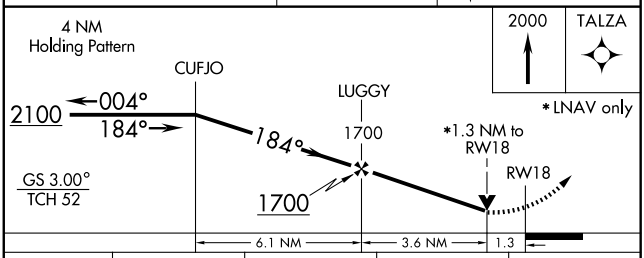
OCALA INTL-JIM TAYLOR FIELD (OCF)

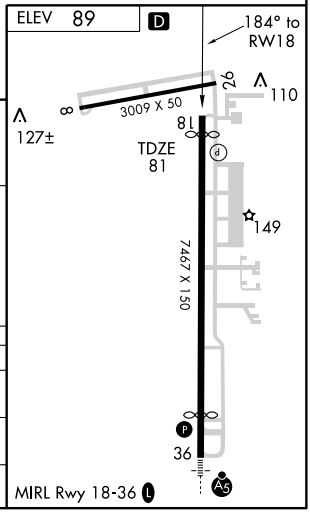
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gainesville altimeter setting and increase LNAV/VNAV DA to 657 and all MDA 100 feet; increase LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Gainesville altimeter setting.

MISSED APPROACH: Climb to 2000 direct TALZA and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
128.125	118.6 251.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV/VNAV DA	576-1¾	495 (500-1¾)		
LNAV MDA	540-1	459 (500-1)	540-1¼ 459 (500-1¼)	540-1½ 459 (500-1½)
CIRCLING	580-1	491 (500-1)	580-1½ 491 (500-1½)	640-2 551 (600-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

OCALA, FLORIDA

AL-5055 (FAA)

WAAS	APP CRS	Rwy Idg	6347
CH 58110	004°	TDZE	80
W36A		Apt Elev	89

RNAV (GPS) RWY 36

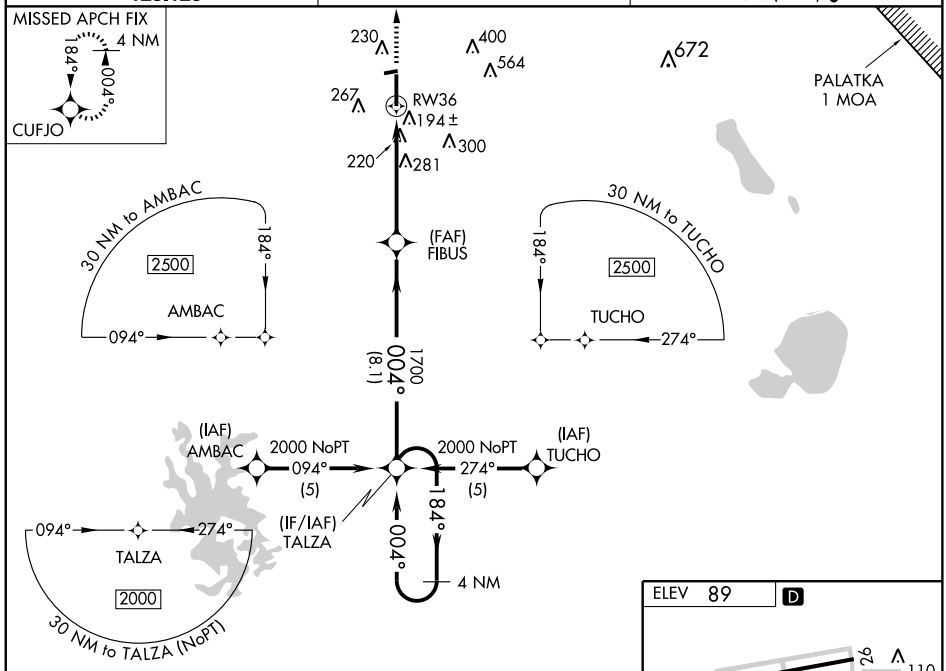
OCALA INTL-JIM TAYLOR FIELD (OCF)

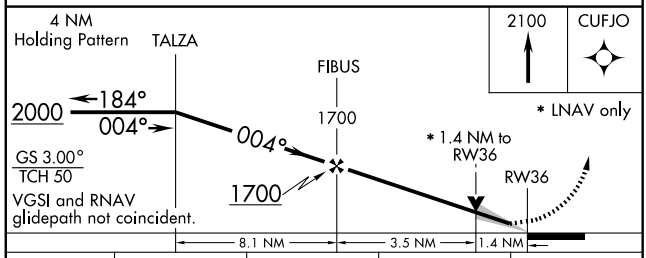
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gainesville altimeter setting and increase LPV DA to 361, LNAV/VNAV DA to 644, and all MDA 100 feet; increase LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Gainesville altimeter setting. Inoperative table does not apply to LPV when using local altimeter setting. For inoperative MALSR, increase LNAV Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainesville altimeter setting, increase LNAV Cats A and B visibility to 1 mile.

MALSR

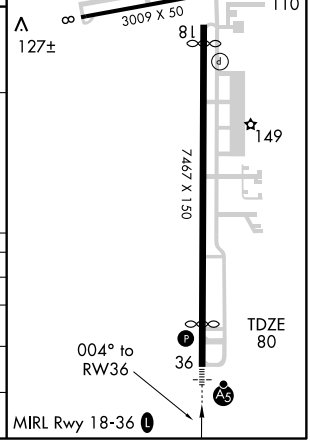
MISSED APPROACH: Climb to 2100 direct CUFJO and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
128.125	118.6 251.15	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	280-¾ 200 (200-¾)			
LNAV/ VNAV DA	563-1¼ 483 (500-1¼)			
LNAV MDA	540-¾ 460 (500-¾)			540-1 460 (500-1)
CIRCLING	580-1 491 (500-1)		580-1½ 491 (500-1½)	640-2 551 (600-2)



SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC OCF 113.7 Chan 84	APP CRS 354°	Rwy Idg 6347 TDZE 80 Apt Elev 89

VOR RWY 36

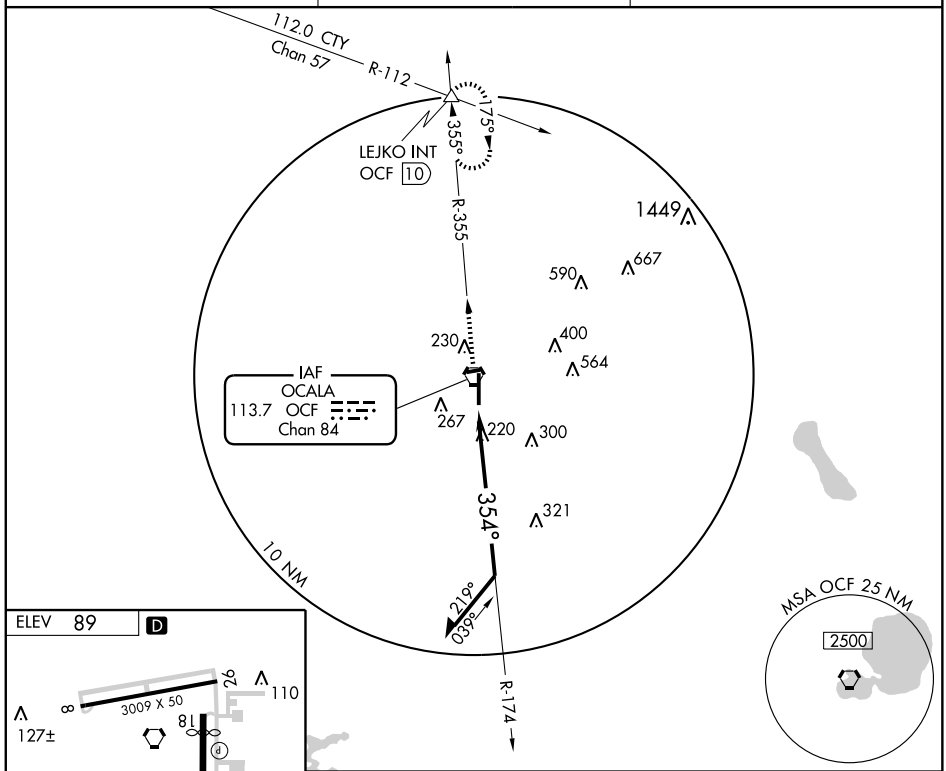
OCALA INTL-JIM TAYLOR FIELD (OCF)

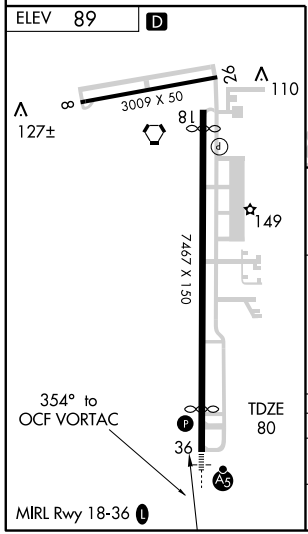
T A When local altimeter setting not received, use Gainesville altimeter setting and increase all MDA 100 feet; increase S-36 Cats C and D, and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase S-36 Cats A and B visibility to 1 mile. For inoperative MALSR when using Gainsville altimeter setting, increase S-36 Cats A and B visibility to 1 mile. VDP NA when using Gainesville altimeter setting.

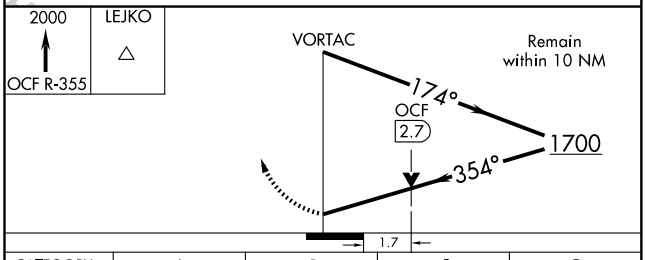
MALSR A5

MISSED APPROACH: Climb to 2000 via OCF VORTAC R-355 to LEJKO INT/OCF 10 DME and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
128.125	118.6 251.15	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-36	640-¾ 560 (600-¾)		640-1 560 (600-1)	640-1¼ 560 (600-1¼)
CIRCLING	640-1 551 (600-1)		640-1½ 551 (600-1½)	640-2 551 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

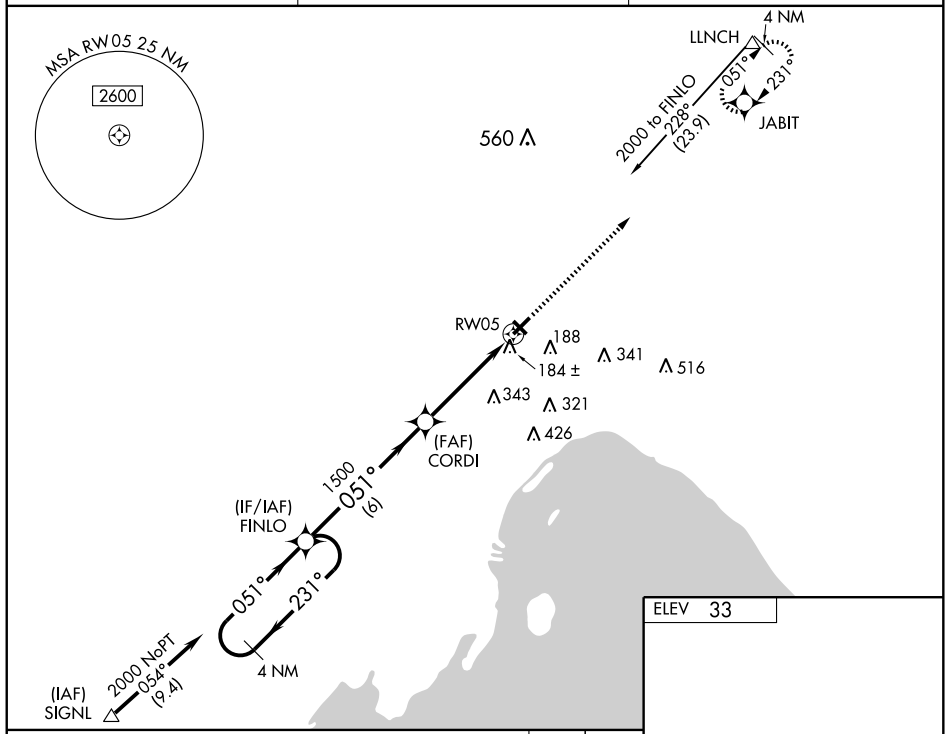
WAAS	APP CRS	Rwy Idg	5000
CH 53517	051°	TDZE	33
W05A		Apt Elev	33

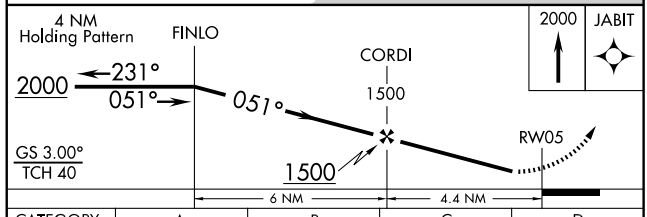
RNAV (GPS) RWY 5
OKEECHOBEE COUNTY (OBE)

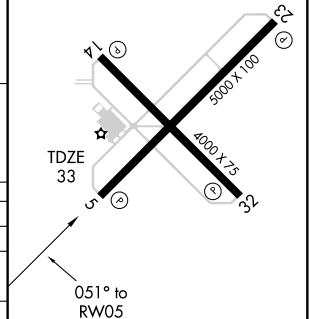
⚠ Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (-5°F) or above 48° C (118°F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cats, and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct JABIT and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	283-1 250 (300-1)			
LNAV/VNAV DA	454-1½ 421 (500-1½)			
LNAV MDA	480-1 447 (500-1)		480-1¼ 447 (500-1¼)	480-1½ 447 (500-1½)
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	600-2 567 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4000
156°	TDZE	33
	Apt Elev	33

RNAV (GPS) RWY 14

OKEECHOBEE COUNTY (OBE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all MDA 80 feet, increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct PISVE and on track 133° to LIYZU and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L

Procedure NA for arrivals on VRB VORTAC airway radials 197 CW 300.

(IAF) VERO BEACH VRB

2000 243° (26.2)

(IF) RAPUW

1600 (6) 185°

560

(FAF) SIVHO

156°

144 ±

OTAGE 2 NM to RW14

RW14

188 341 516

343 321

PISVE

426

133°

LIYZU

141° 4 NM 321°

MSA RW14 25 NM

2600

ELEV 33

156° to RW14

TDZE 33

14 23 5 32

5000 X 100

4000 X 75

MIRL Rwy 5-23 L

REIL Rwys 5 and 23

Procedure Turn NA

RAPUW 2000 185° 1600

SIVHO 156°

OTAGE 2 NM to RW14

RW14

3.04° TCH 40

700

6 NM 2.7 NM 2 NM

2000	PISVE	trk 133°	LIYZU

CATEGORY	A	B	C	D
LNAV MDA	400-1 367 (400-1)			400-1¼ 367 (400-1¼)
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	600-2 567 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 58117 W23A	APP CRS 231°	Rwy Idg 5000 TDZE 33 Apt Elev 33

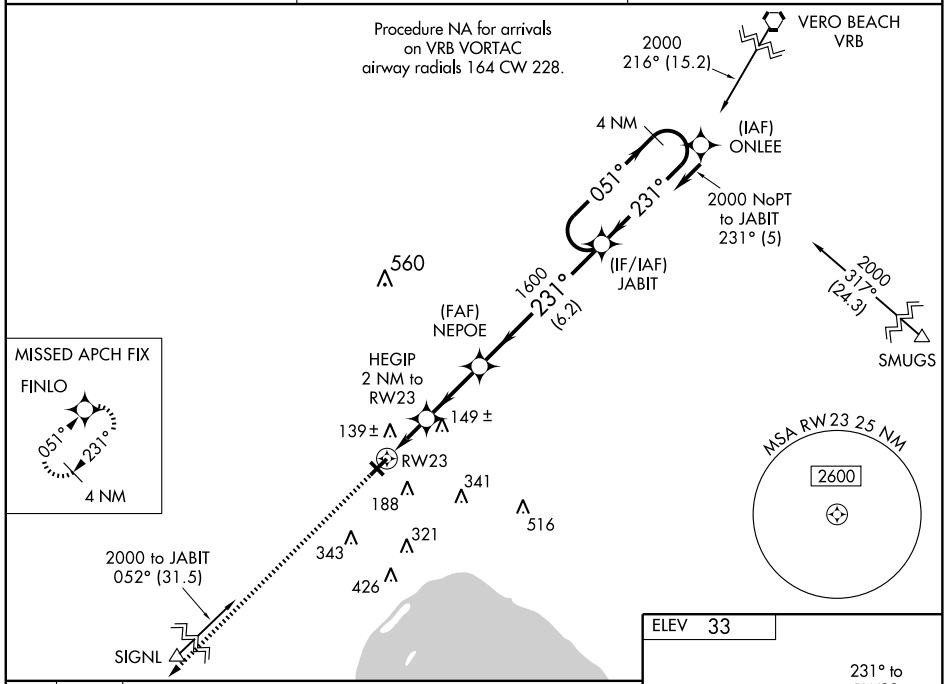
RNAV (GPS) RWY 23

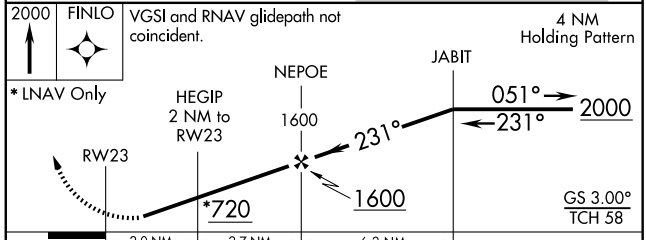
OKEECHOBEE COUNTY (OBE)

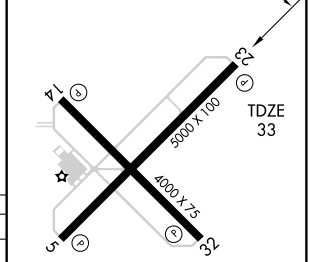
⚠ Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct FINLO and hold.

AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	315-1 282 (300-1)			
LNAV/VNAV DA	453-1½ 420 (500-1½)			
LNAV MDA	400-1 367 (400-1)			400-1¼ 367 (400-1¼)
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	600-2 567 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4000
CH 93916	321°	TDZE	33
W32A		Apt Elev	33

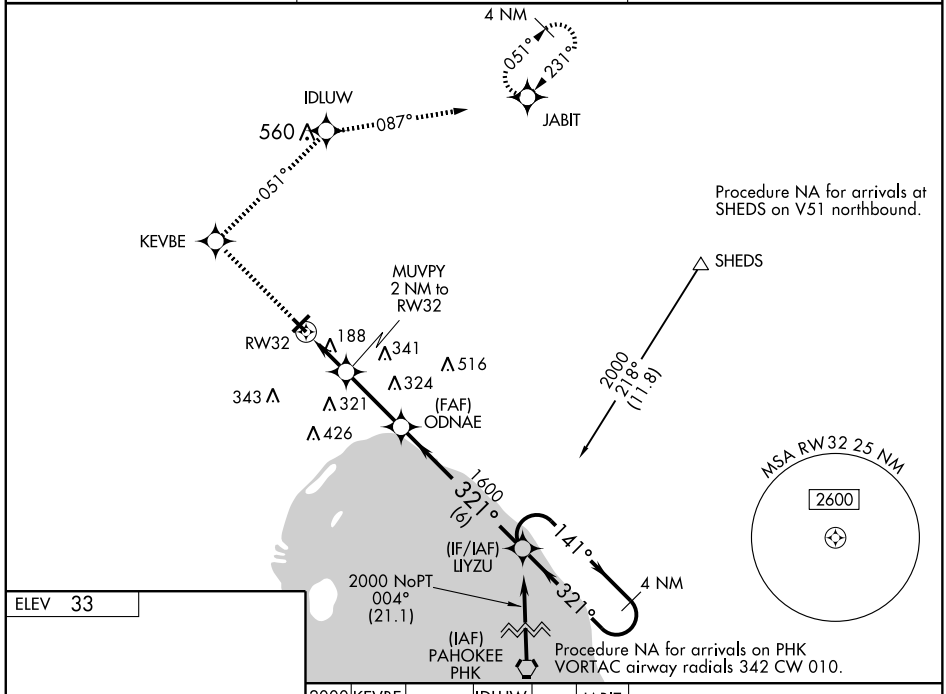
RNAV (GPS) RWY 32

OKEECHOBEE COUNTY (OBE)

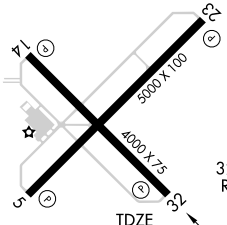
⚠ Baro-VNAV NA when using Vero Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV, LNAV/VNAV all Cats, and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct KEVBE and right turn on track 051° to IDLUW and on track 087° to JABIT and hold.

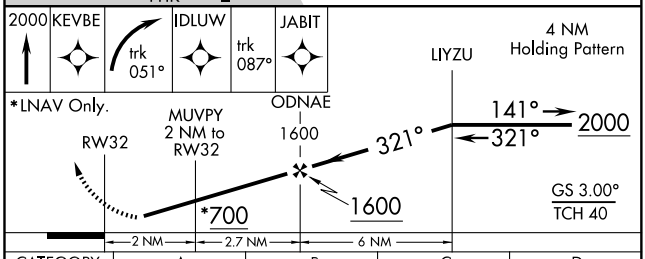
AWOS-3	MIAMI CENTER	UNICOM
118.675	132.25 370.9	123.0 (CTAF) L



ELEV 33



MIRL Rwy 5-23 L
REIL Rwys 5 and 23



CATEGORY	A	B	C	D
LPV DA	283-1 250 (300-1)			
LNAV/VNAV DA	498-1¾ 465 (500-1¾)			
LNAV MDA	440-1 407 (500-1)		440-1¼ 407 (500-1¼)	
CIRCLING	500-1 467 (500-1)		500-1½ 467 (500-1½)	600-2 567 (600-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

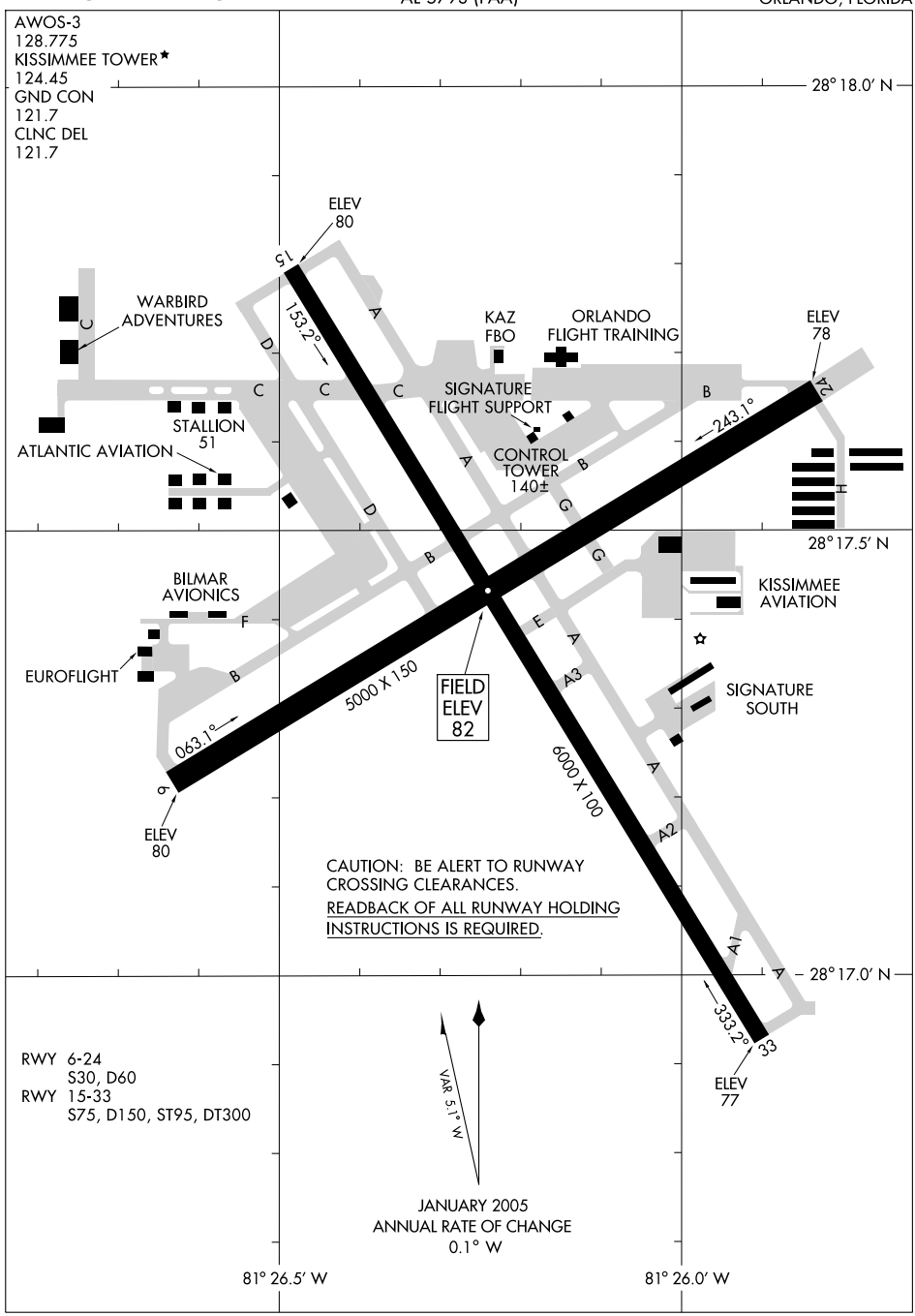
10042

AIRPORT DIAGRAM

ORLANDO/KISSIMMEE GATEWAY (ISM)

AL-5793 (FAA)

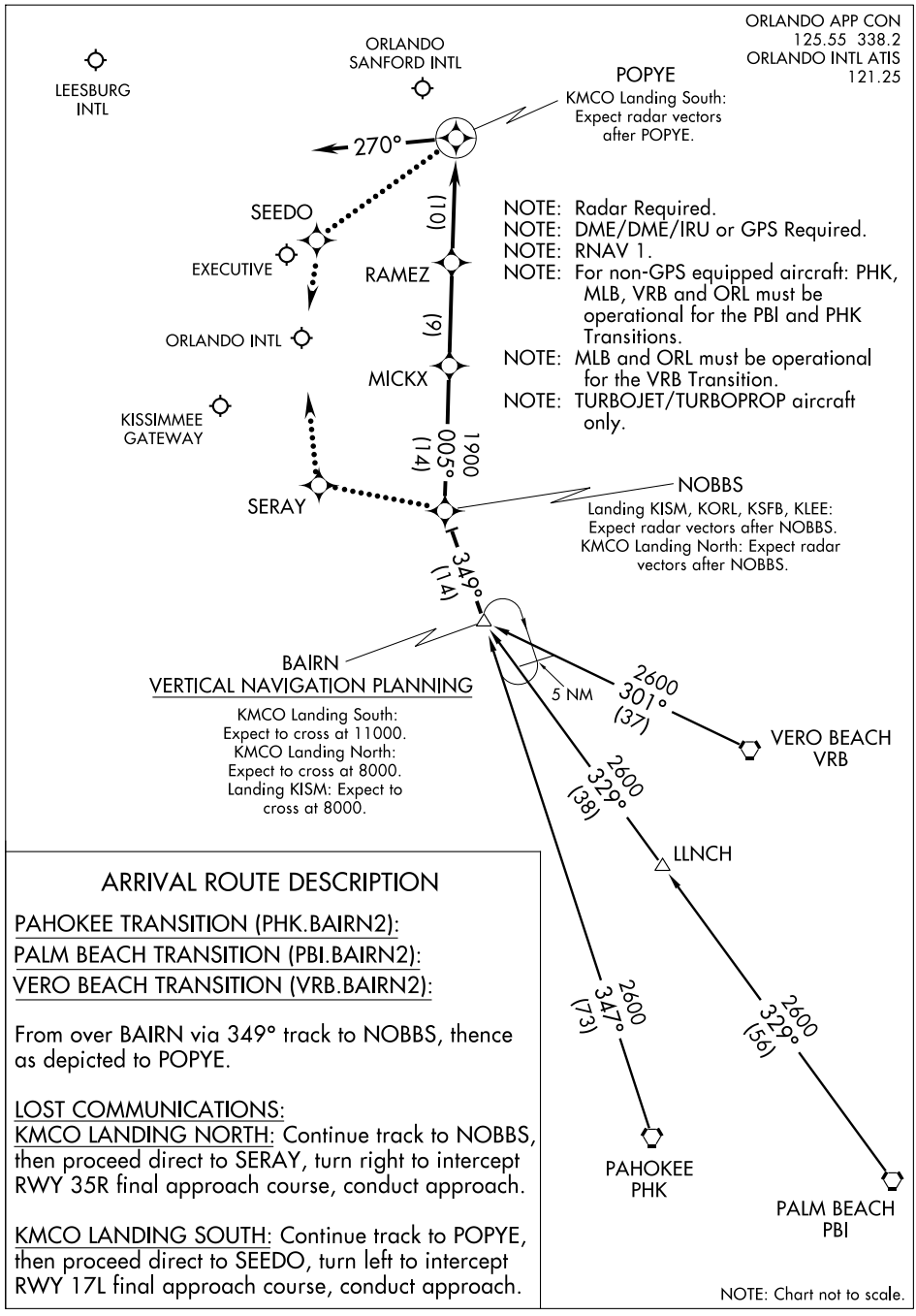
ORLANDO, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

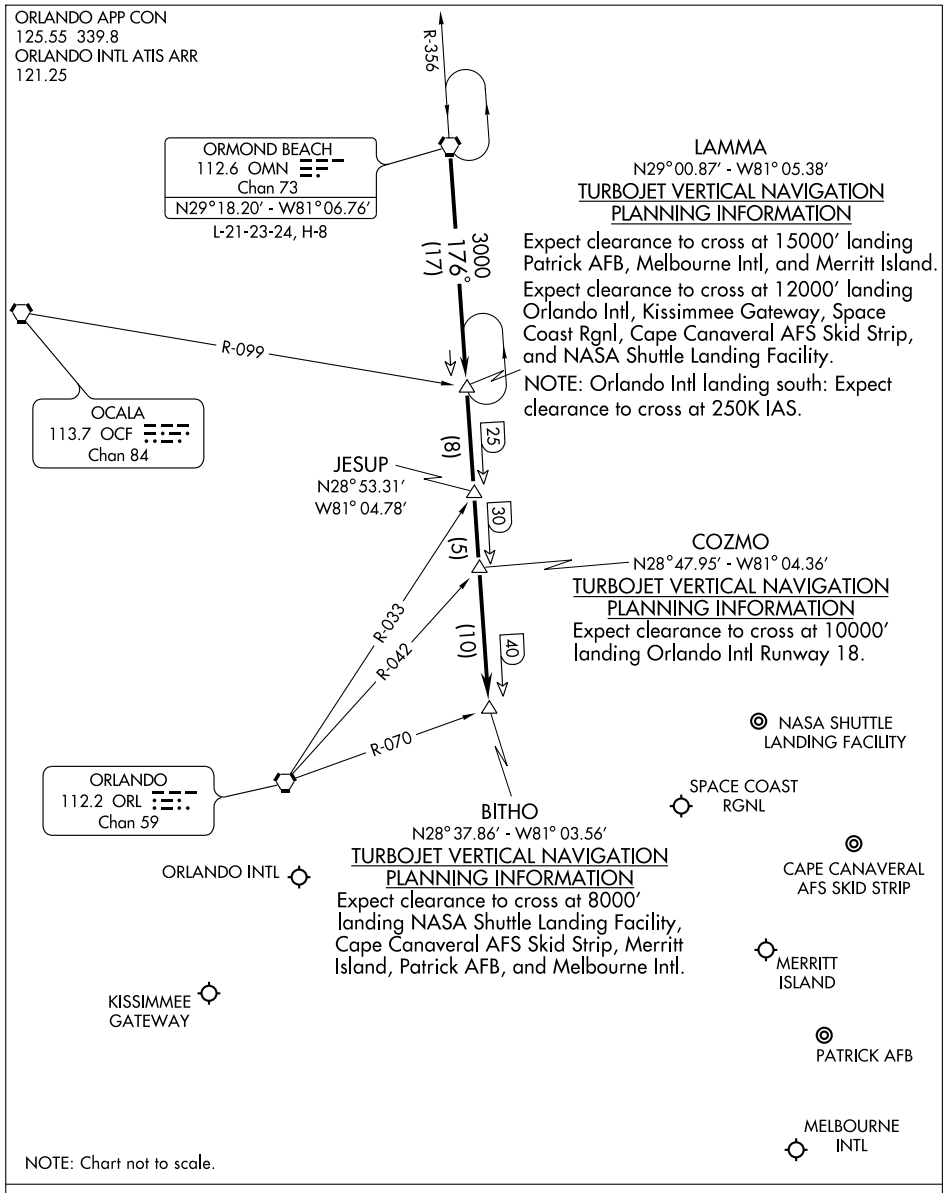
From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

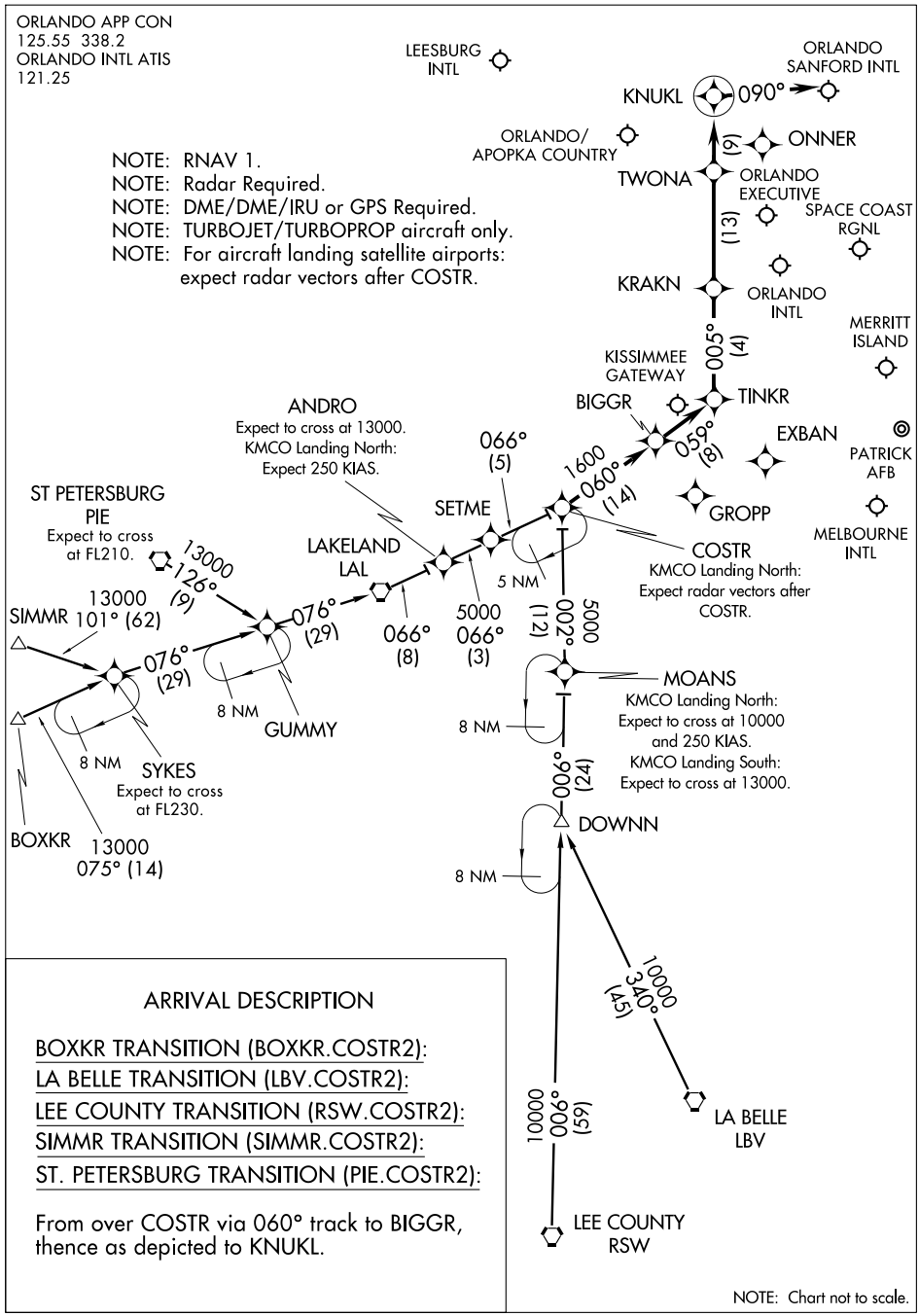
BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

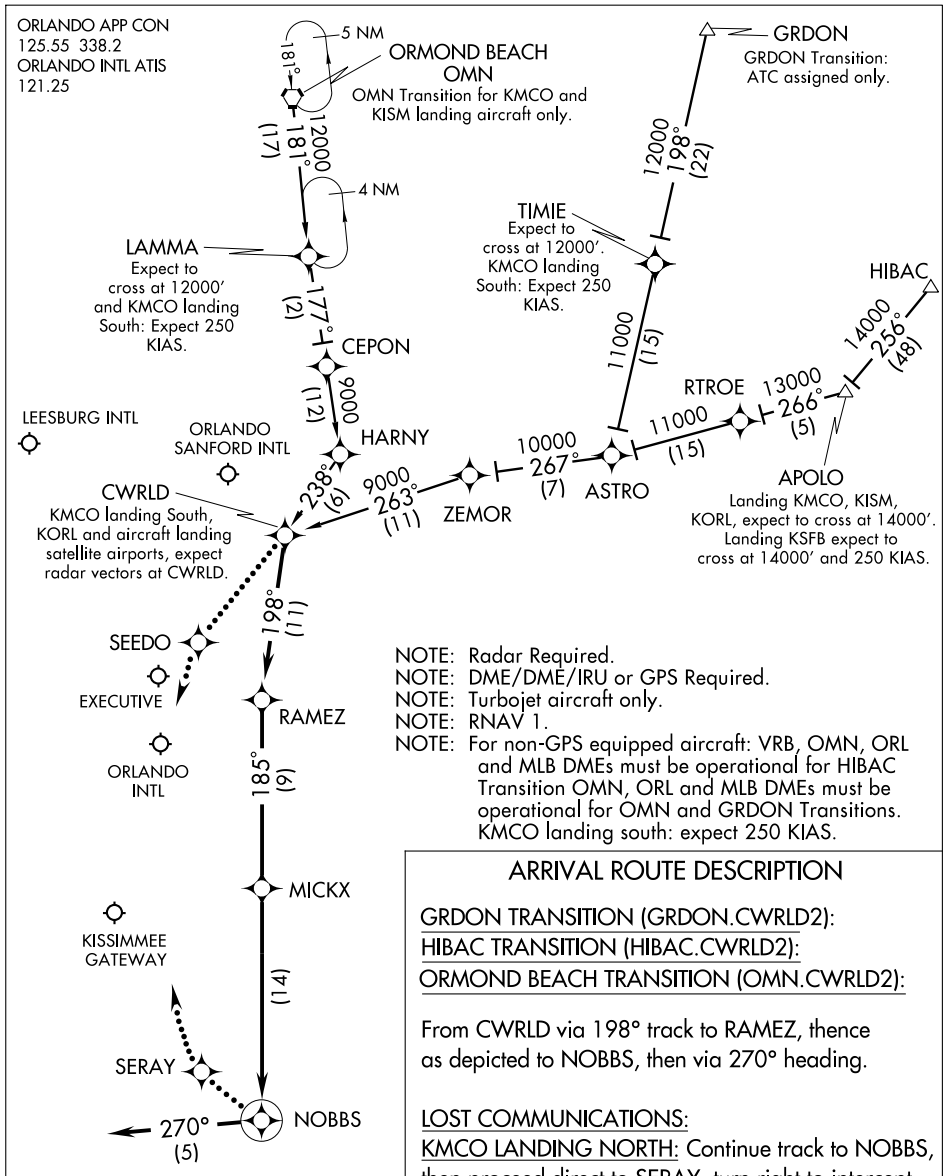
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

(CWRLD.CWRLD2) 09127 ST-571 (FAA)

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

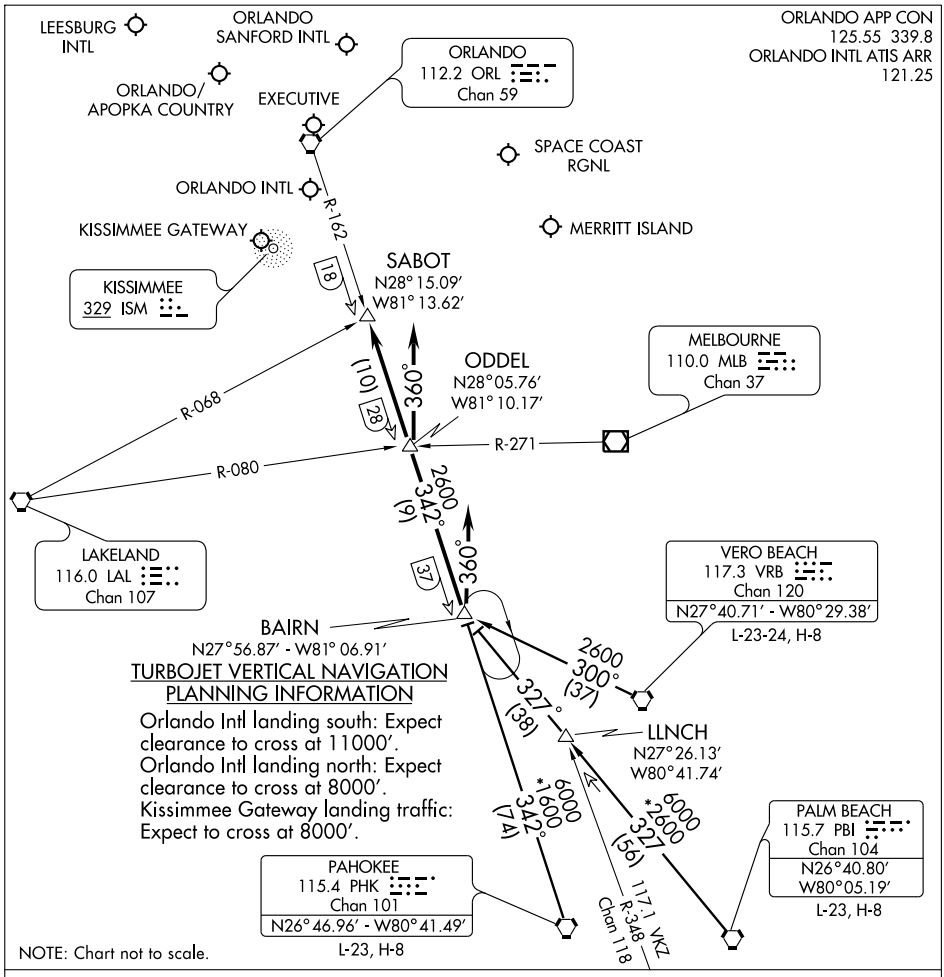
NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

APP CRS	Rwy Idg	5000
063°	TDZE	82
	Apt Elev	82

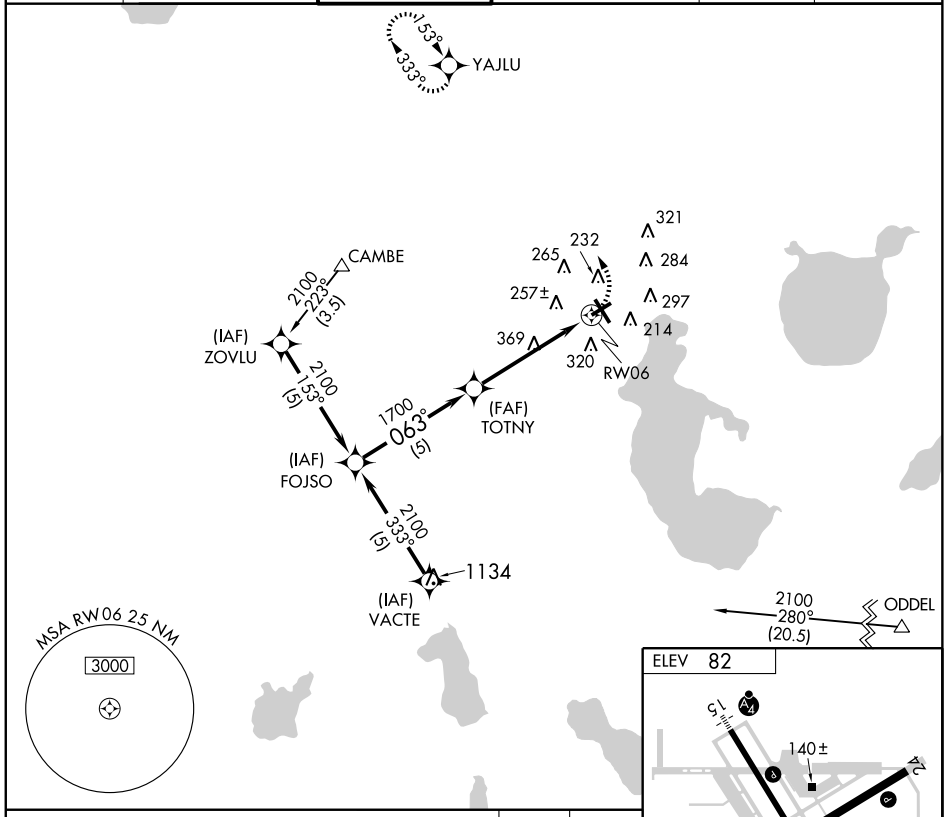
GPS RWY 6

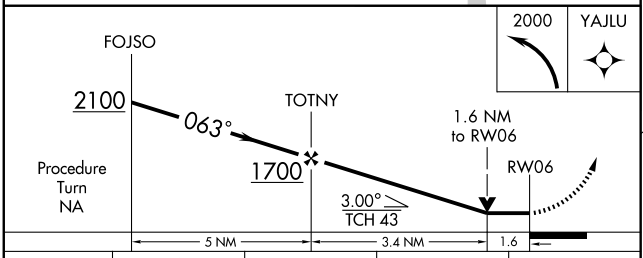
ORLANDO/KISSIMMEE GATEWAY (ISM)

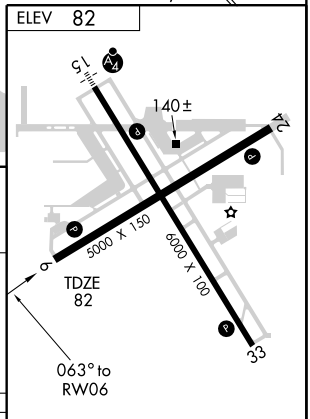
NA

MISSED APPROACH: Climbing left turn to 2000 direct YAJLU WP and hold.

AWOS-3	ORLANDO APP CON	KISSIMMEE TOWER*	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF)	121.7 119.95* *when twr closed	121.7	122.95







CATEGORY	A	B	C	D
S-6	620-1	538 (600-1)	620-1½ 538 (600-1½)	620-1¾ 538 (600-1¾)
CIRCLING	680-1	598 (600-1)	680-1½ 598 (600-1½)	680-2 598 (600-2)

MIRL Rwys 15-33 and 6-24 L

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-ISM	APP CRS	Rwy Idg	6000
109.75	153°	TDZE	82
Chan 34 (Y)		Apt Elev	82

ILS or LOC RWY 15

ORLANDO/KISSIMMEE GATEWAY (ISM)

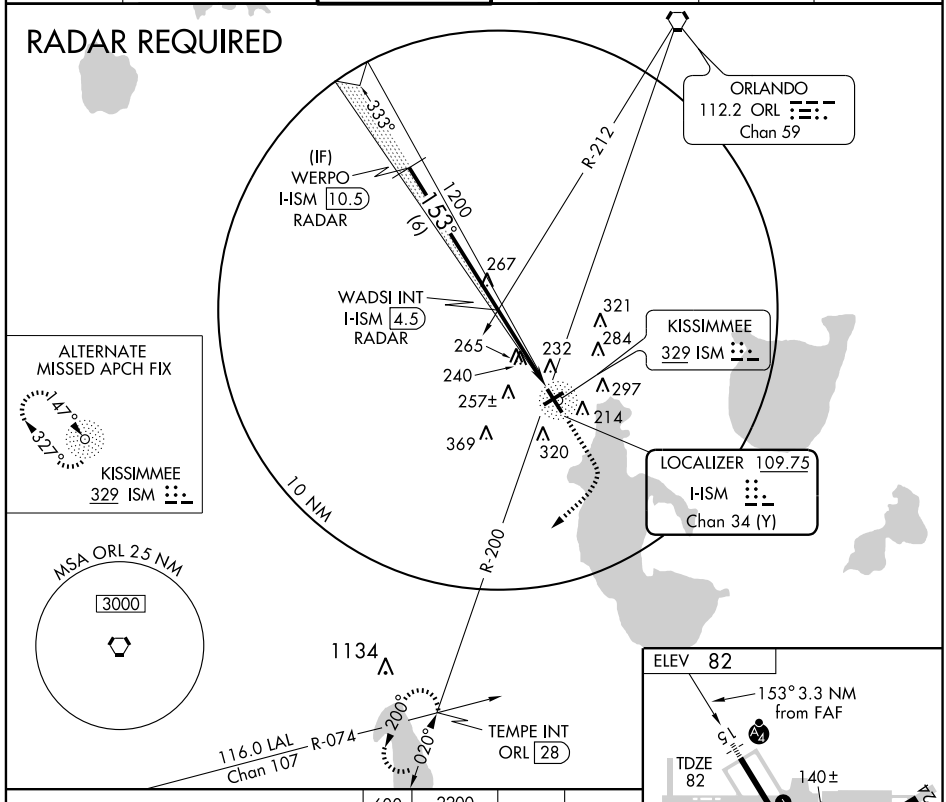
If local altimeter setting not received, use Orlando Intl altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Orlando Intl altimeter setting.

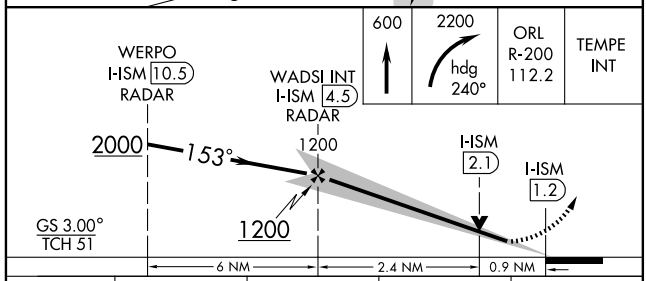
MALSF

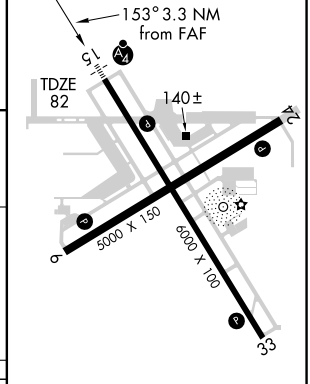
MISSED APPROACH: Climb to 600, then climbing right turn to 2200 via heading 240° and ORL VORTAC R-200 to TEMPE INT/ORL 28 DME and hold.

AWOS-3	ORLANDO APP CON	KISSIMMEE TOWER★	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95

RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 15	282-¾ 200 (200-¾)			
S-LOC 15	420-1 338 (400-1)			
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	680-2 598 (600-2)

MIRL Rwys 15-33 and 6-24 L

FAF to MAP 3.3 NM

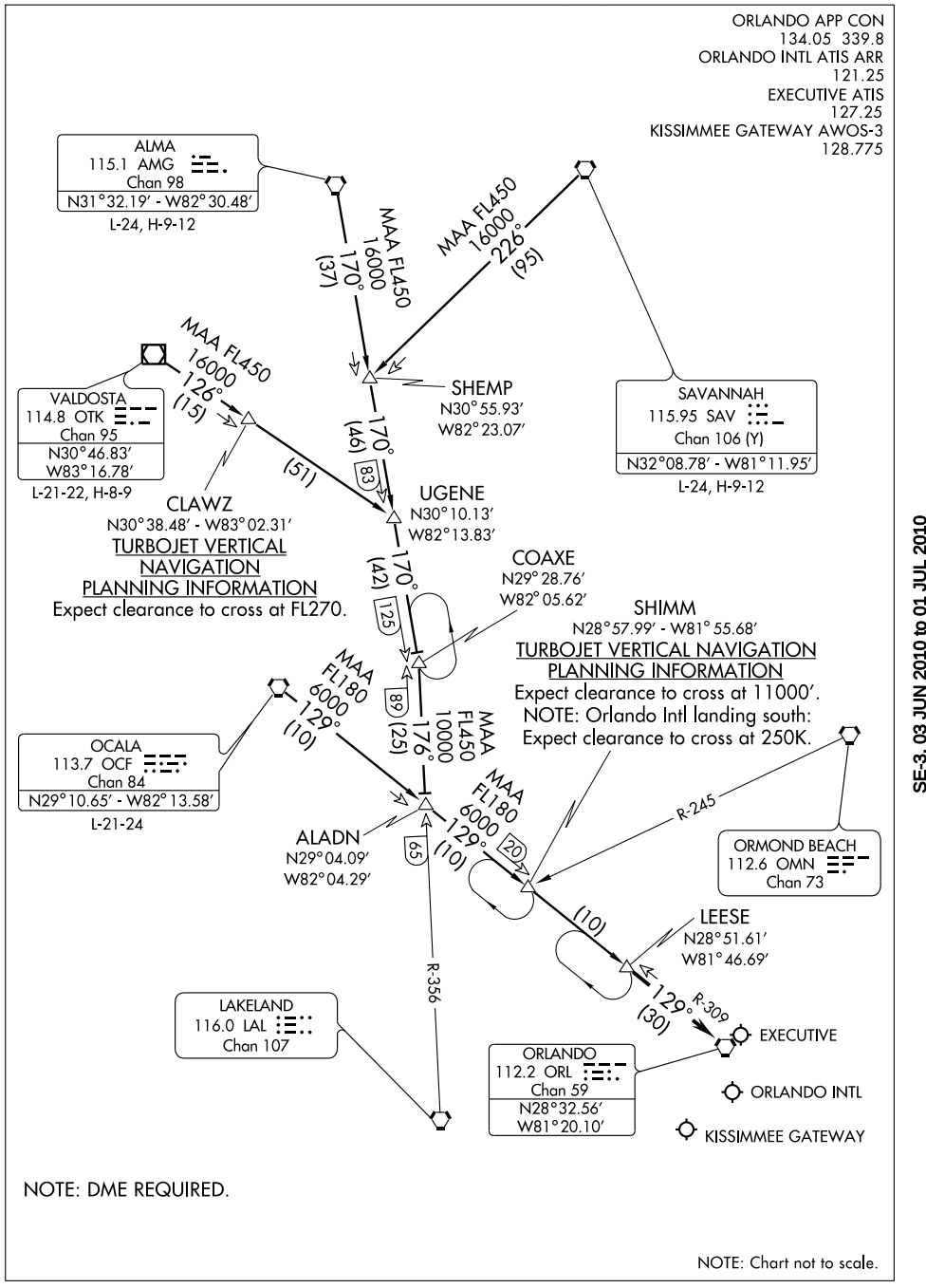
Knots	60	90	120	150	180
Min:Sec	3:18	2:12	1:39	1:19	1:06

SE-3. 03 JUN 2010 to 01 JUL 2010

LEESE TWO ARRIVAL (LEESE.LEESE2)

ST-571 (FAA)

ORLANDO, FLORIDA



NOTE: DME REQUIRED.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

LEESE TWO ARRIVAL (LEESE.LEESE2) ST-571 (FAA) ORLANDO, FLORIDA

ARRIVAL DESCRIPTION

ALMA TRANSITION (AMG.LEESE2): From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and ORL R-309 to LEESE DME. Thence....

SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

SE-3, 03 JUN 2010 to 01 JUL 2010

MINEE FOUR ARRIVAL (MINEE.MINEE4)

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 120° (9)

SYKES
N27°39.88′
W83°02.99′

13000 070° (29)

R-250

R-106

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

72

13000 070° (14)

83

10000 003° (24)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83° 17.93′

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

10000 334° (45)

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

NOTE: Chart not to scale.

NDB ISM	APP CRS	Rwy Idg	6000
329	147°	TDZE	82
		Apt Elev	82

NDB RWY 15

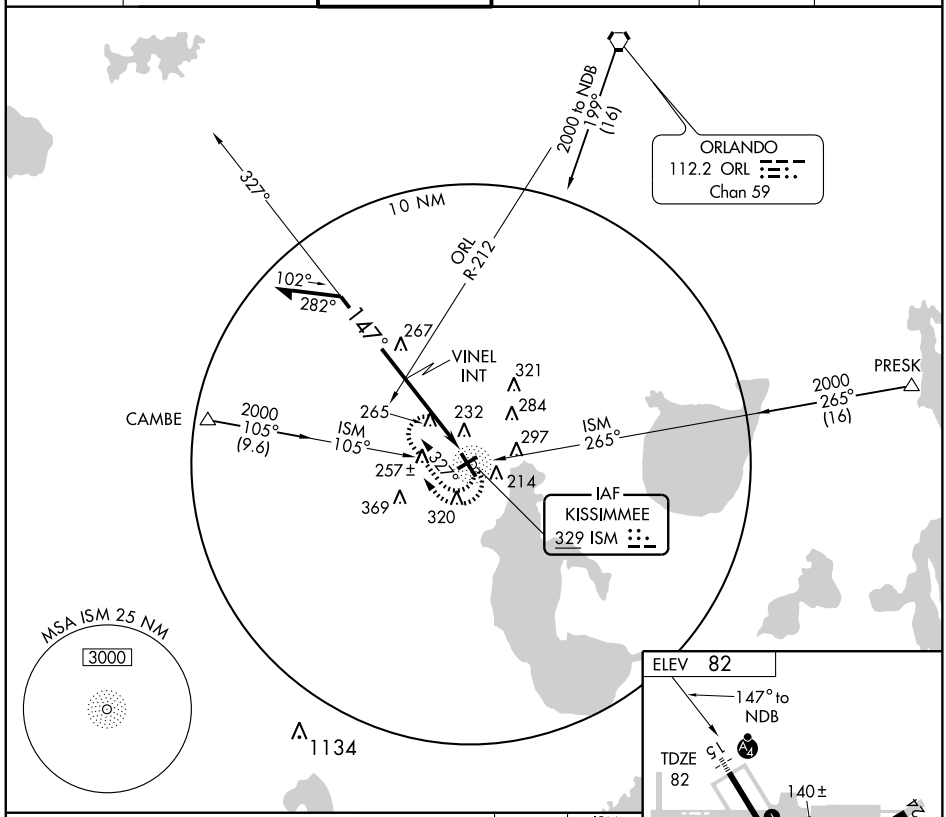
ORLANDO/ KISSIMMEE GATEWAY (ISM)

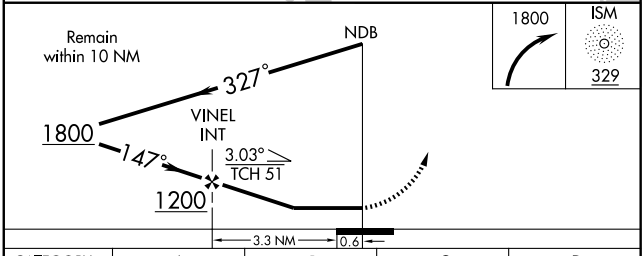
T NA — Inoperative table does not apply to S-15 Cat C. If local altimeter setting not received, use Orlando Intl altimeter setting and increase all MDAs 40 feet.

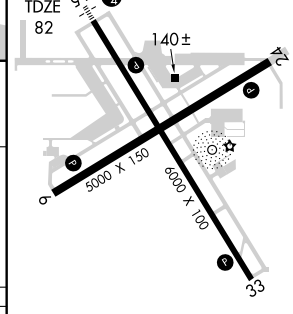
MALSF

MISSED APPROACH: Climbing right turn to 1800 in ISM NDB holding pattern.

AWOS-3	ORLANDO APP CON	KISSIMMEE TOWER★	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95







CATEGORY	A	B	C	D
S-15	580-¾ 498 (500-¾)		580-1¼ 498 (500-1¼)	580-1½ 498 (500-1½)
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	680-2 598 (600-2)

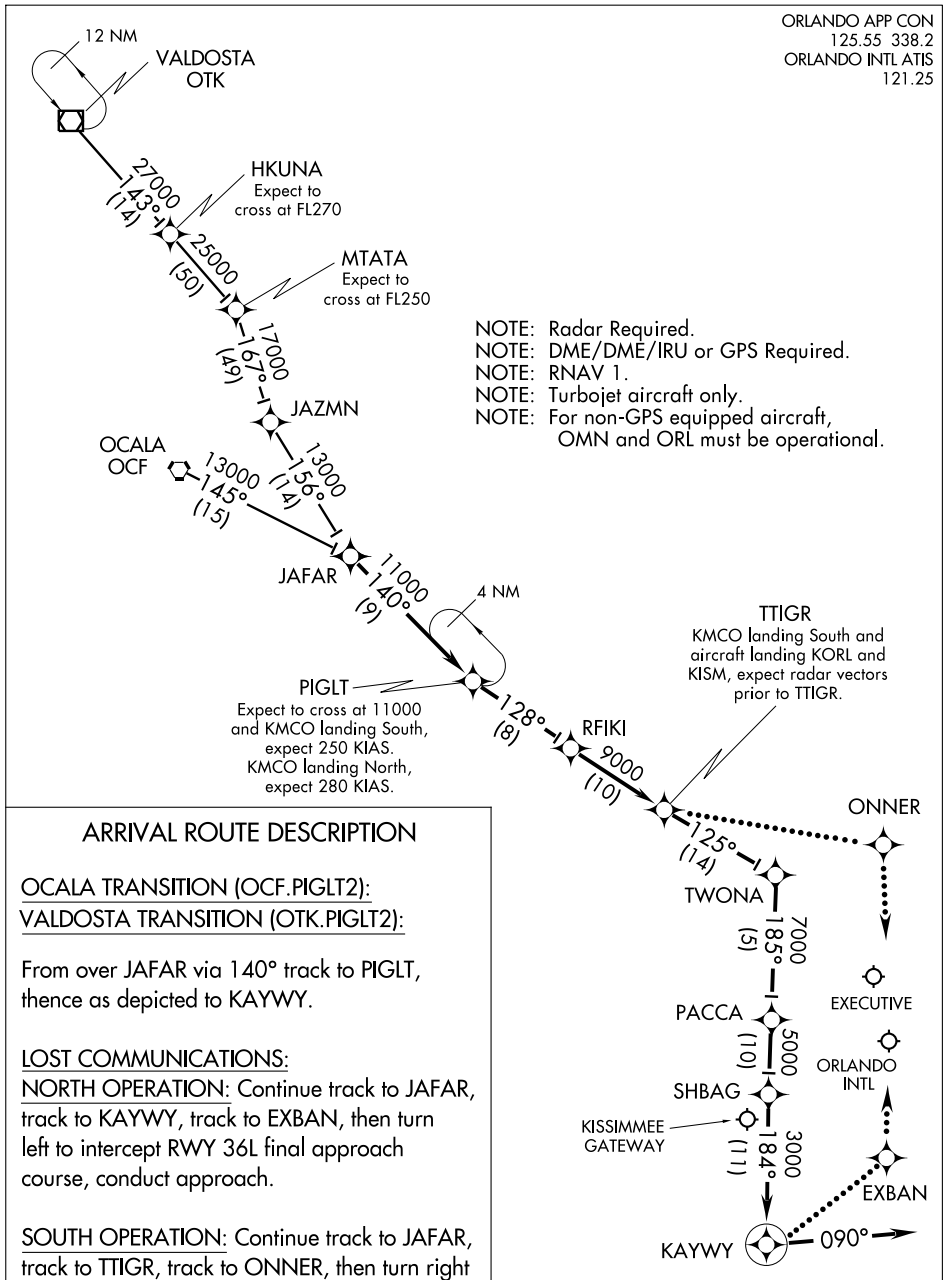
MIRL Rwys 15-33 and 6-24 L

SE-3, 03 JUN 2010 to 01 JUL 2010

PIGLT TWO ARRIVAL (RNAV)

ST-571 (FAA)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

OCALA TRANSITION (OCF.PIGLT2):
VALDOSTA TRANSITION (OTK.PIGLT2):

From over JAFAR via 140° track to PIGLT, thence as depicted to KAYWY.

LOST COMMUNICATIONS:
NORTH OPERATION: Continue track to JAFAR, track to KAYWY, track to EXBAN, then turn left to intercept RWY 36L final approach course, conduct approach.

SOUTH OPERATION: Continue track to JAFAR, track to TTIGR, track to ONNER, then turn right to intercept RWY 18R final approach course, conduct approach.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6000
CH 45507	153°	TDZE	82
W15A		Apt Elev	82

RNAV (GPS) RWY 15

ORLANDO/KISSIMMEE GATEWAY (ISM)

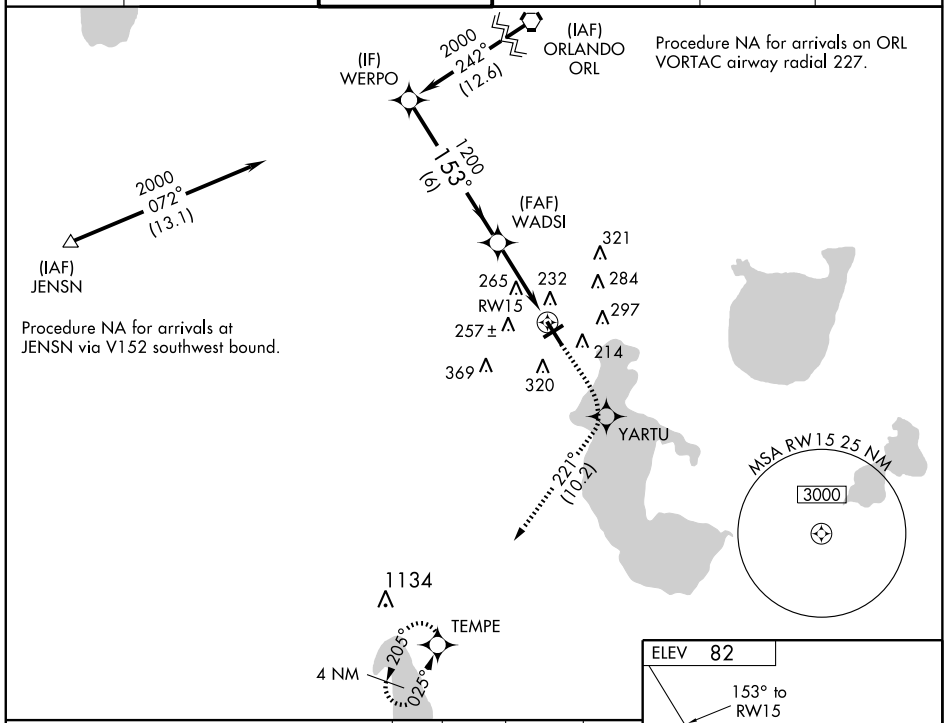
NA

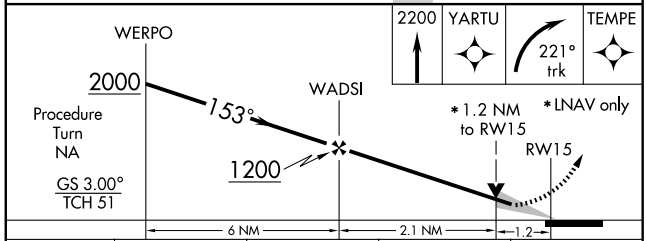
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). If local altimeter setting not received, use Orlando Intl altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Orlando Intl altimeter setting.

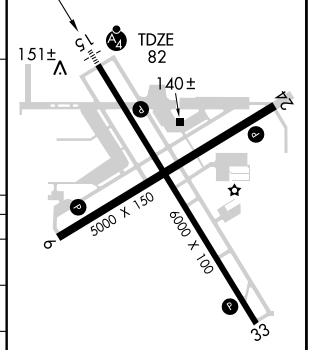
MALSF

MISSED APPROACH: Climb to 2200 direct YARTU, then right turn via 221° track to TEMPE and hold.

AWOS-3	ORLANDO APP CON	KISSIMMEE TOWER*	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	370-1 288 (300-1)			
LNAV/VNAV DA	560-1¾ 478 (500-1¾)			
LNAV MDA	520-1 438 (500-1)		520-1¼ 438 (500-1¼)	520-1½ 438 (500-1½)
CIRCLING	680-1¾ 598 (600-1¾)			680-2 598 (600-2)

MIRL Rwys 15-33 and 6-24 L

WAAS CH 42900 W33A	APP CRS 333°	Rwy Idg 6000 / TDZE 82 / Apt Elev 82

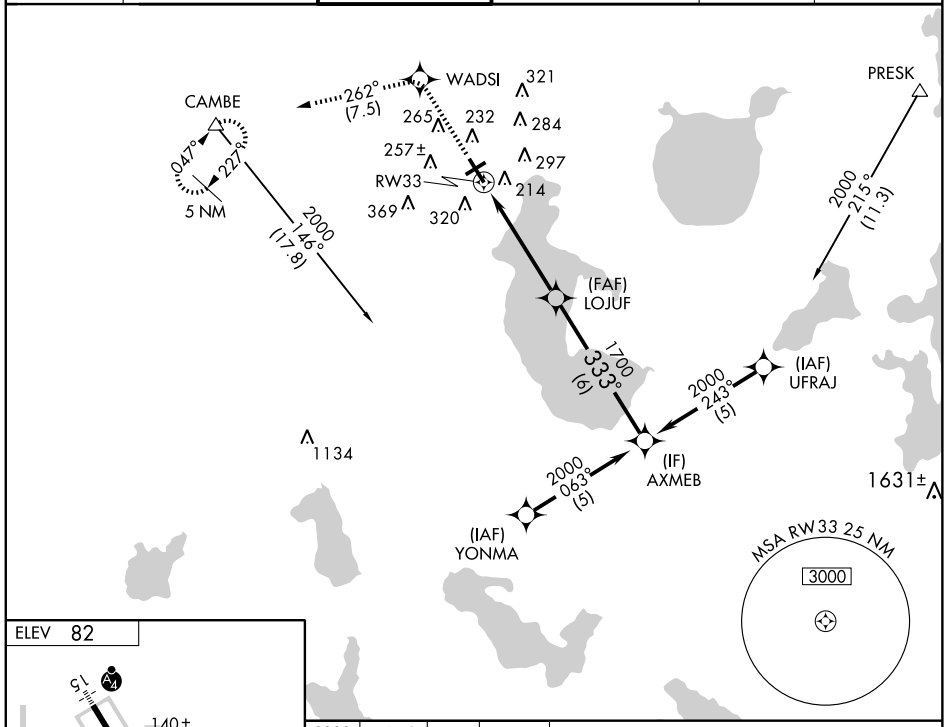
RNAV (GPS) RWY 33

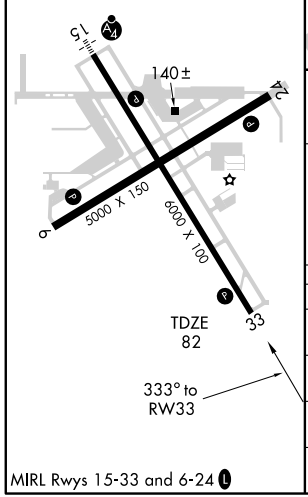
ORLANDO/KISSIMMEE GATEWAY (ISM)

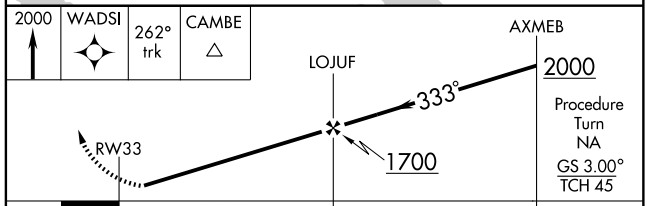
If local altimeter setting not received, use Orlando Intl altimeter setting and increase all DAs 27 feet and all MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Baro-VNAV NA when using Orlando Intl altimeter setting. DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2000 direct WADSI and via 262° track to CAMBE and hold.

AWOS-3	ORLANDO APP CON	KISSIMMEE TOWER*	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF) L	121.7 119.95* *when twr closed	121.7	122.95







CATEGORY	A	B	C	D
LPV DA	348-1 266 (300-1)			
LNAV/VNAV DA	548-1¾ 466 (500-1¾)			
LNAV MDA	460-1 378 (400-1)			460-1¼ 378 (400-1¼)
CIRCLING	620-1¾ 538 (600-1¾)			640-2 558 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

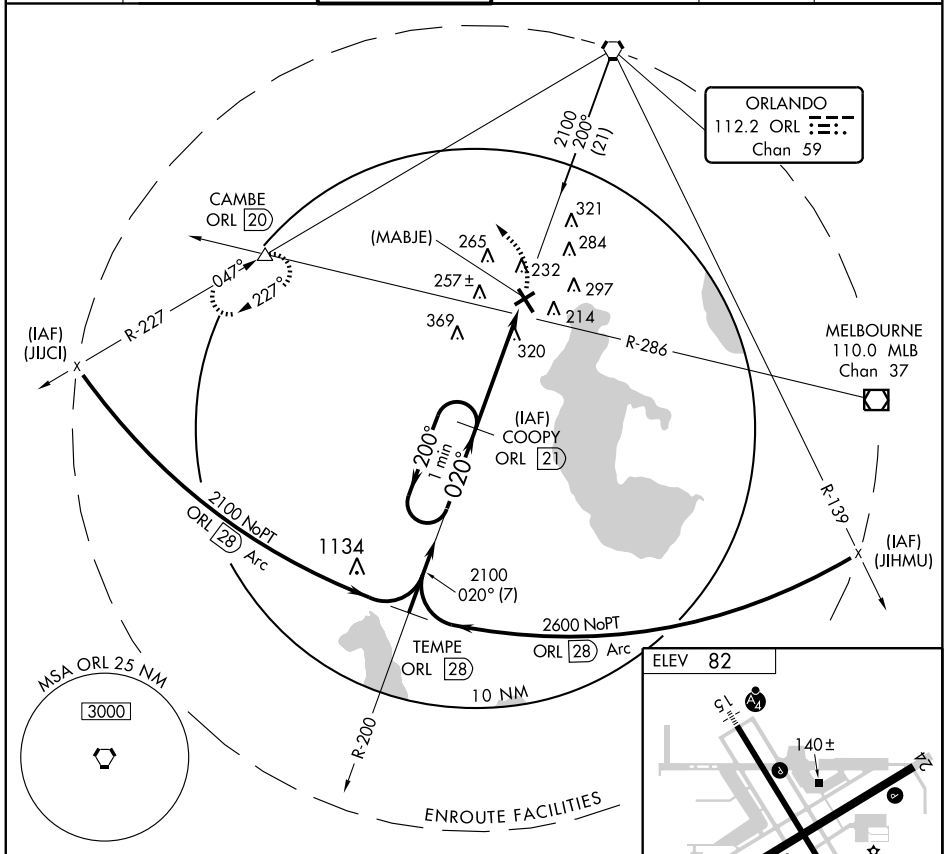
VORTAC ORL	APP CRS	Rwy Idg	N/A
112.2	020°	TDZE	N/A
Chan 59		Apt Elev	82

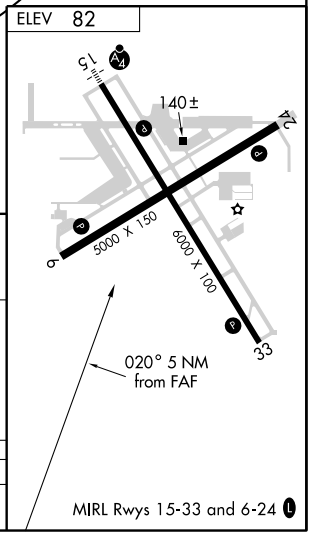
VOR/DME or GPS-A

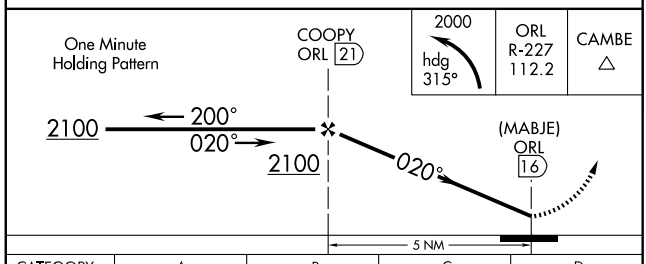
ORLANDO/ KISSIMMEE GATEWAY (ISM)

MISSED APPROACH: Climbing left turn to 2000 via heading 315° and ORL R-227 to CAMBE Int and hold.

AWOS-3	ORLANDO APP CON	KISSIMMEE TOWER★	CLNC DEL	GND CON	UNICOM
128.775	119.4 351.9	124.45 (CTAF)	121.7 119.95* *when twr closed	121.7	122.95







CATEGORY	A	B	C	D
CIRCLING	680-1 598 (600-1)		680-1½ 598 (600-1½)	680-2 598 (600-2)

MIRL Rwys 15-33 and 6-24 L

SE-3, 03 JUN 2010 to 01 JUL 2010

10134

AIRPORT DIAGRAM

AL-571 (FAA)

ORLANDO INTL (MCO)

ORLANDO, FLORIDA

ATIS ARR 121.25
DEP 120.525
ORLANDO TOWER
118.45 (Rwys 17L-35R, 17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
GND CON
126.4 275.8 (EAST)
121.8 275.8 (WEST)
CLNC DEL
134.7 341.7

D

ASDE-X Surveillance System in use.
Pilots should operate transponders with Mode C on all twys and rwys.

VAR 5.2°W

JANUARY 2005
ANNUAL RATE
OF CHANGE
0.1° W

CAUTION: Bright lights on road between Rwys 17R/35L and 17L/35R may be mistaken for runway lights.

28° 28'N
28° 27'N
28° 26'N
28° 25'N
28° 24'N

81° 20'W
81° 19'W
81° 18'W
81° 17'W

CAT II HOLD
900 X 300
400 X 220
ELEV 93
ELEV 93
18L
18R
CESSNA CITATION
NORTH CARGO AREA
FIELD ELEV 96
BRIDGES
AIRSIDE 1
AIRSIDE 2
AIRSIDE 3
AIRSIDE 4
TERMINAL
437±
TWR
U.S. CUSTOMS
GALAXY
SIGNATURE
FEDEX RAMP
FIRE STATION TRAINING FACILITY
CENTERFIELD FIRE STATION
EAST FIRE STATION
ELEV 90
17L
400 X 220
CAT II HOLD
ELEV 90
17R
BRIDGE
400 X 220
184.7°
004.7°
12004 X 200
12005 X 200
10000 X 150
9000 X 150
36L
36R
35L
35R
ELEV 91
700 X 300
400 X 220
CAT II HOLD
ELEV 91
ELEV 87
400 X 220
400 X 220

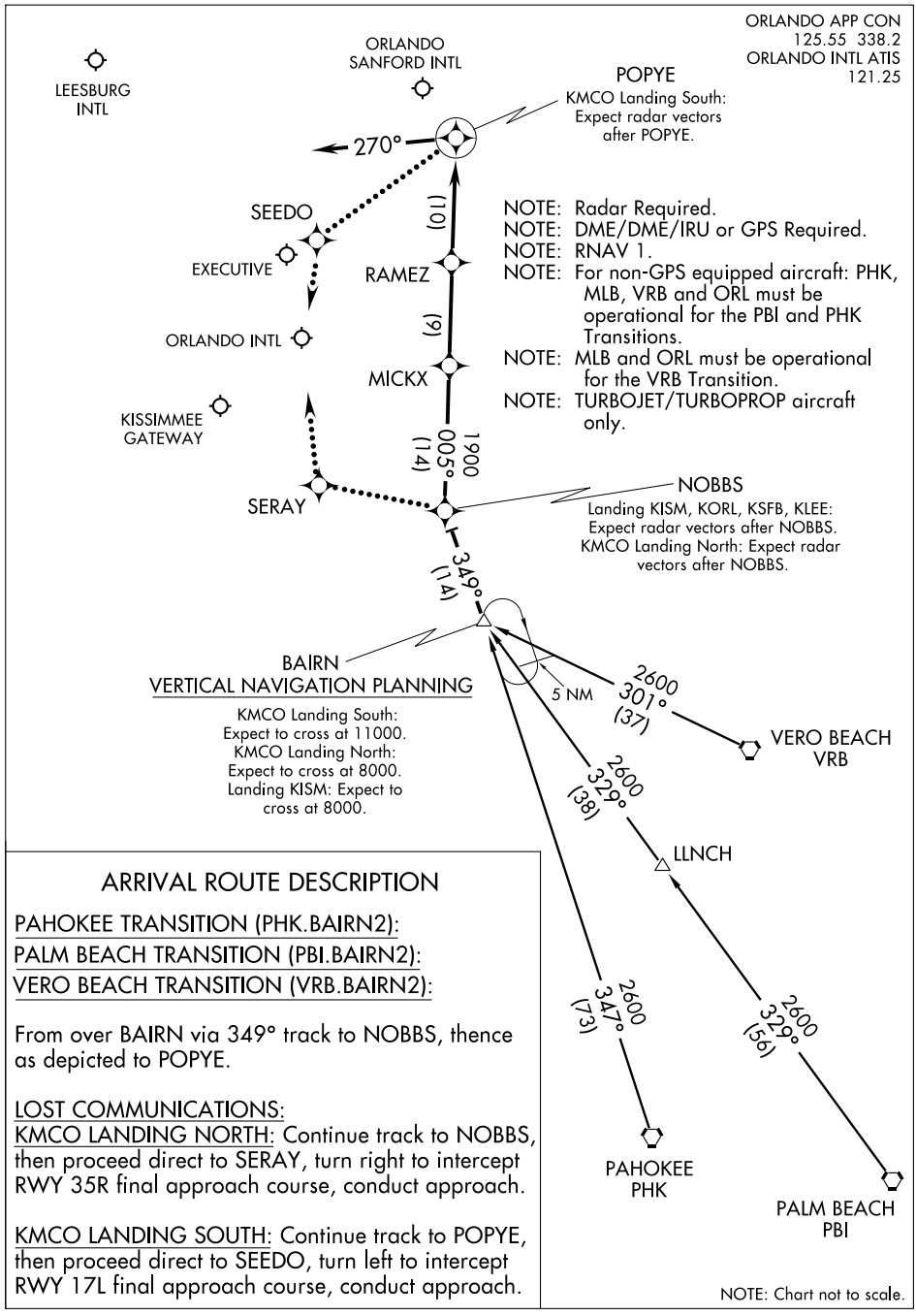
RWY 17L-35R
S75, D210, DT420, DDT900
RWY 17R-35L
S75, D210, ST175, DT400
RWY 18L-36R
S165, D200, ST175, DT400
RWY 18R-36L
S100, D200, ST175, DT400

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 03 JUN 2010 to 01 JUL 2010

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

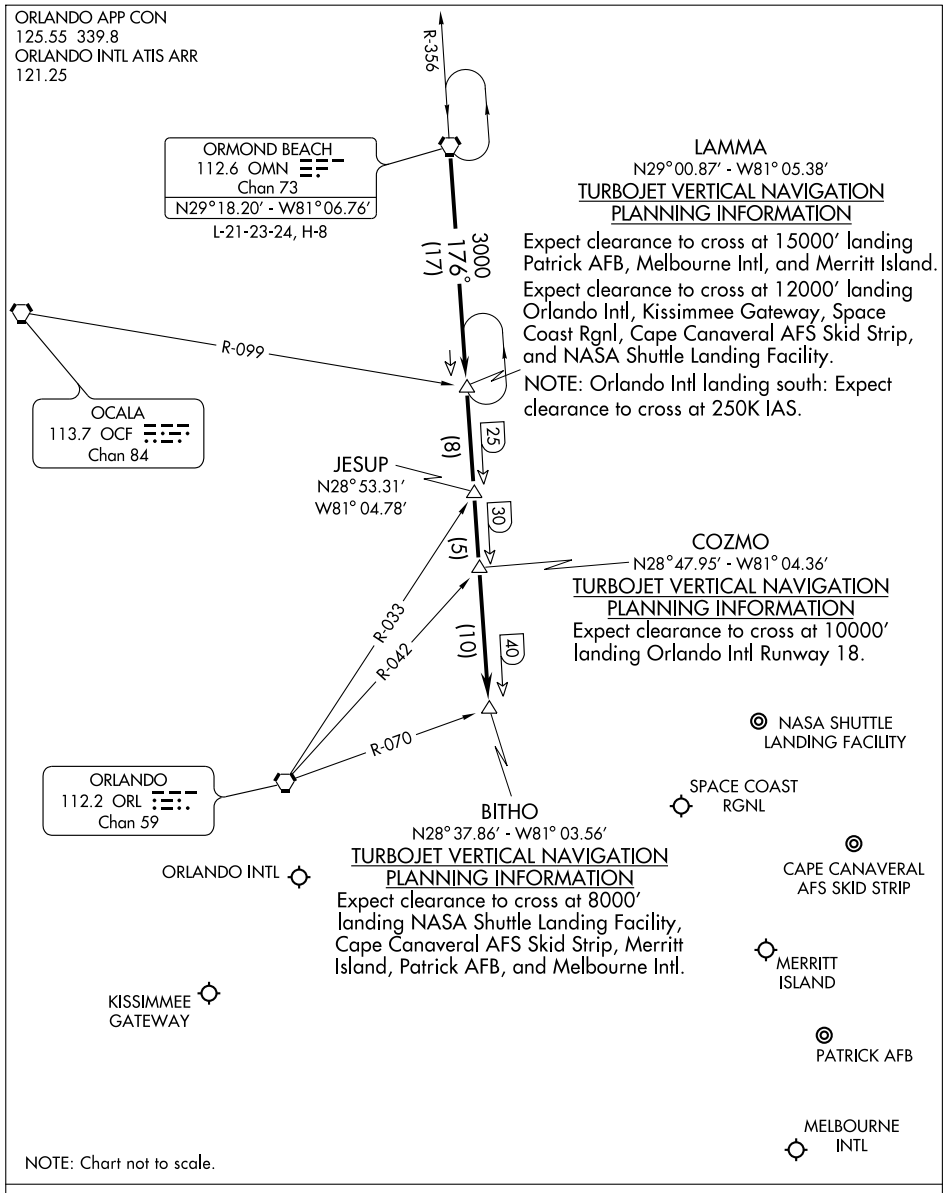
From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



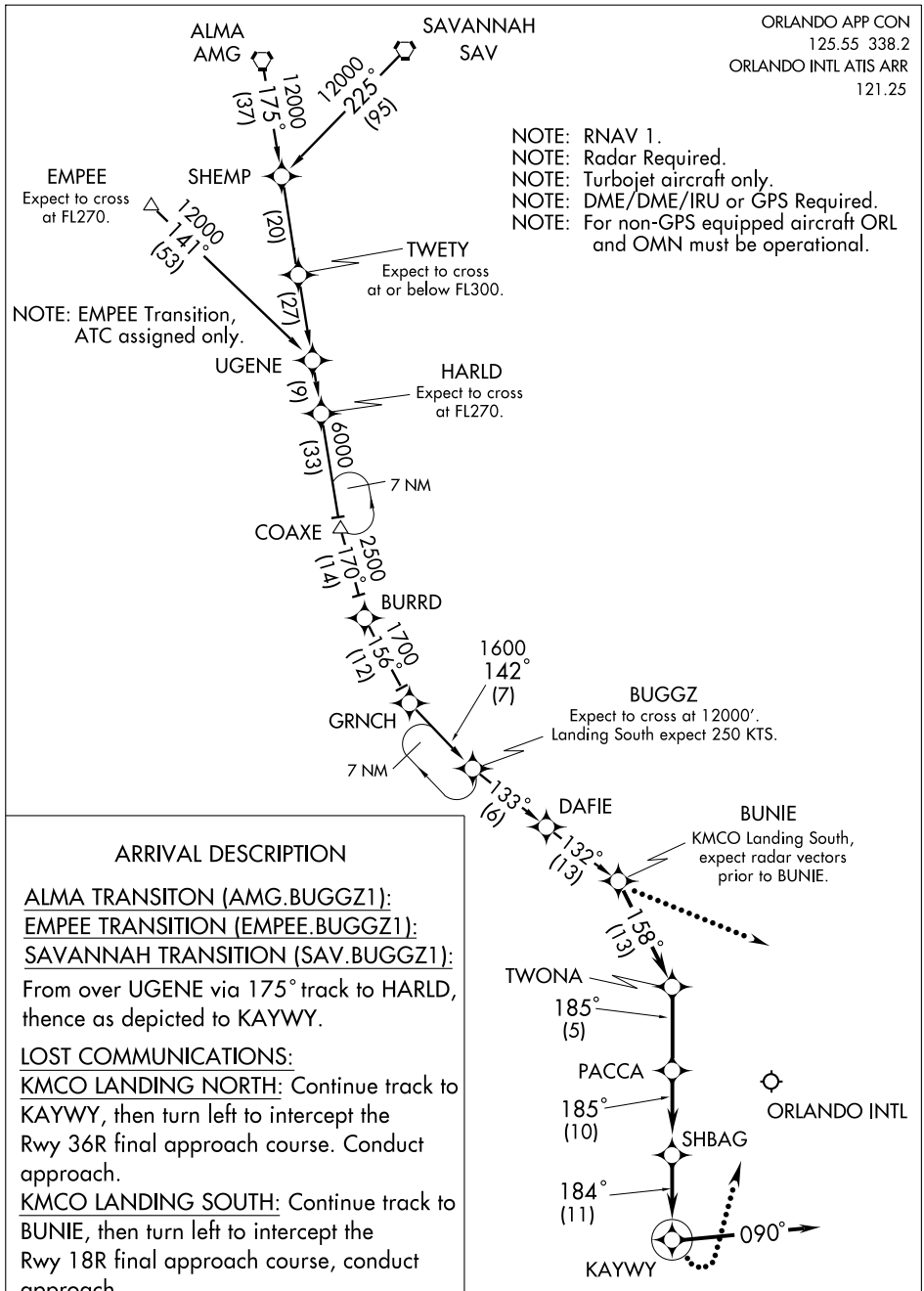
From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

(BUGGZ.BUGGZ1) 07354 ST-571 (FAA)

BUGGZ ONE ARRIVAL (RNAV)

ORLANDO INTL
ORLANDO, FLORIDA



ARRIVAL DESCRIPTION

ALMA TRANSITON (AMG.BUGGZ1):
EMPEE TRANSITION (EMPEE.BUGGZ1):
SAVANNAH TRANSITION (SAV.BUGGZ1):

From over UGENE via 175° track to HARLD, thence as depicted to KAYWY.

LOST COMMUNICATIONS:

KMCO LANDING NORTH: Continue track to KAYWY, then turn left to intercept the Rwy 36R final approach course. Conduct approach.

KMCO LANDING SOUTH: Continue track to BUNIE, then turn left to intercept the Rwy 18R final approach course, conduct approach.

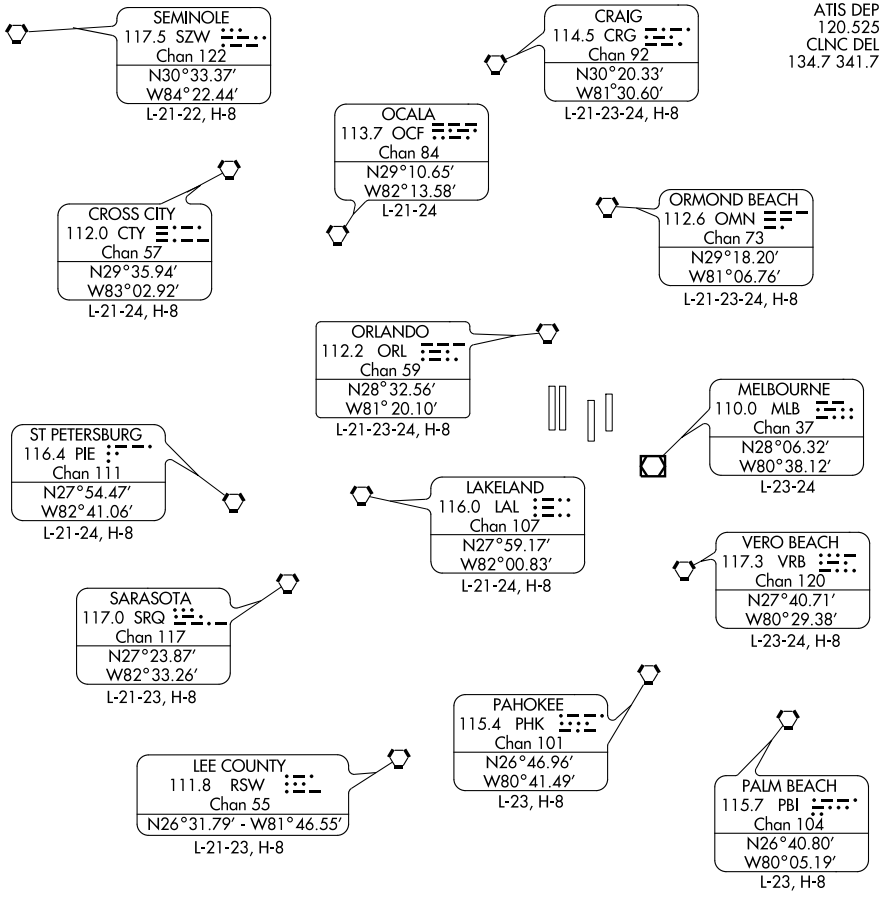
NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

CITRUS FIVE DEPARTURE

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

ATIS DEP 120.525
CLNC DEL 134.7 341.7



TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.

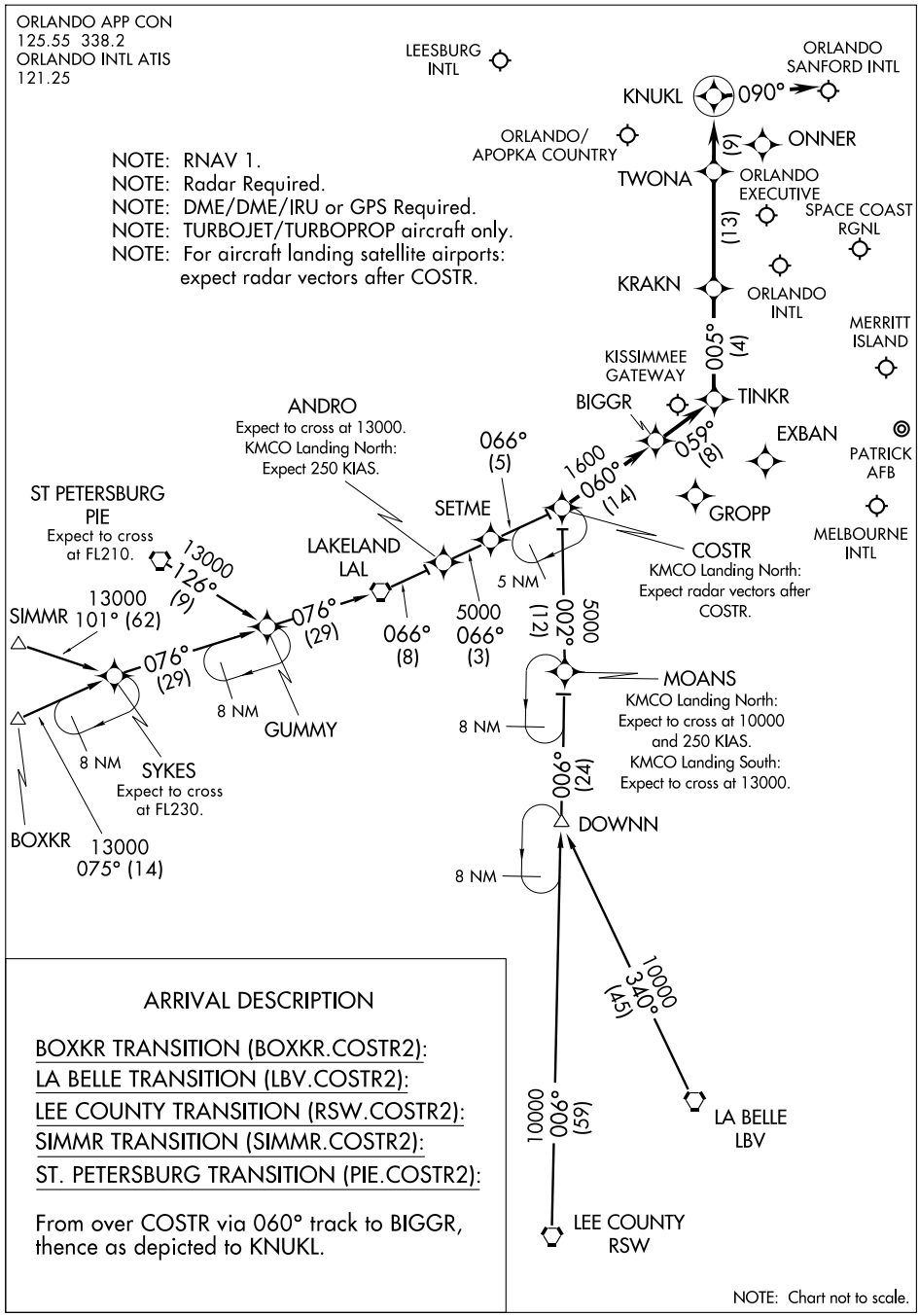
TAKEOFF MINIMUMS:
Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard.
Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

All aircraft climb on heading as assigned for vectors to appropriate fix. Maintain 1500 feet. Expect further clearance to filed altitude/flight level 10 minutes after departure.

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

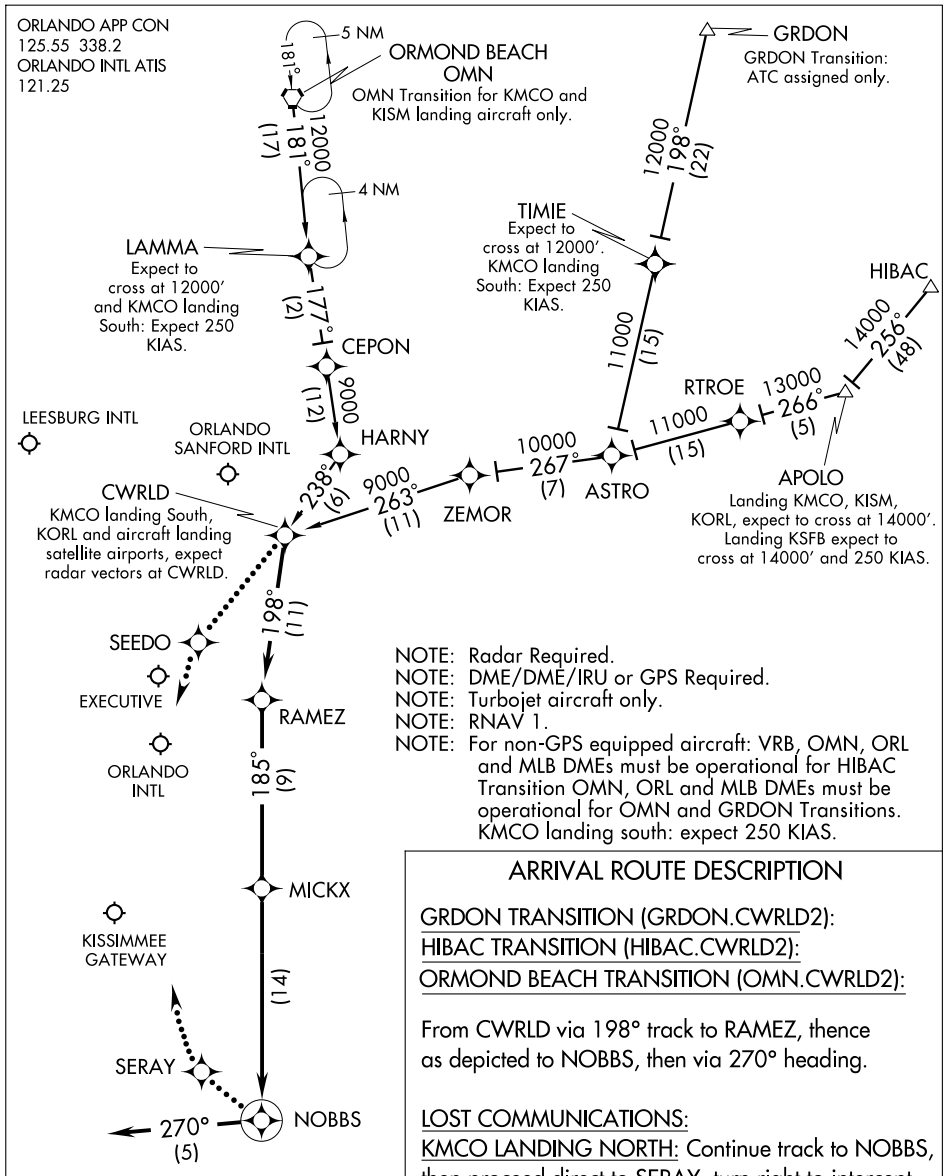
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

(CWRLD.CWRLD2) 09127 ST-571 (FAA)

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

EPCOT TWO DEPARTURE (RNAV)

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0

TAKE-OFF MINIMUMS:
Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R,
Standard with the following ACT Climb Rates:
Rwy 17L: ATC climb of 500′ per NM to 5000.
Rwy 17R: ATC climb of 500′ per NM to 5000.
Rwy 18L: ATC climb of 500′ per NM to 5000.
Rwy 18R: ATC climb of 500′ per NM to 5000.
Rwy 35L: ATC climb of 500′ per NM to 2300.
Rwy 35R: ATC climb of 500′ per NM to 2300.
Rwy 36L: ATC climb of 554′ per NM to 2300.
Rwy 36R: ATC climb of 560′ per NM to 2300.

N

NOTE: Cross MDBOG at or above 6000. ATC climb of 424′ per NM to 6000.
NOTE: Cross EPCOT at or above 13000. ATC climb of 299′ per NM to 13000.

CROSS CITY
CTY
18000
*1700
336°
(62)
JENIM
18000
*1700
336°
(12)
MICES
18000
*1800
305°
(8)
MILYR
13000
*1700
277°
(17)
EPCOT
13000

255°
(22)
HALTA
8000
252°
(6)
MDBOG
6000
(3)
275°
WETUS
(4)
330°
SPEKK
3000
(2)
344°
360°
(2)
DAIYL
2300
WOKOR
2300
597
004°
184°

291°
(18)
NOLLE
8000
290°
(9)
SOGAE
5000
253°
(6)
YASUL

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: OMN VORTAC must be operational for takeoff Rwy 35L.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

EPCOT TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to EPCOT. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to EPCOT. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

CROSS CITY TRANSITION (EPCOT2.CTY):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.
Rwy 17R: Tree 1784' from DER, 965' right of centerline, 74' AGL/138' MSL.
Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.

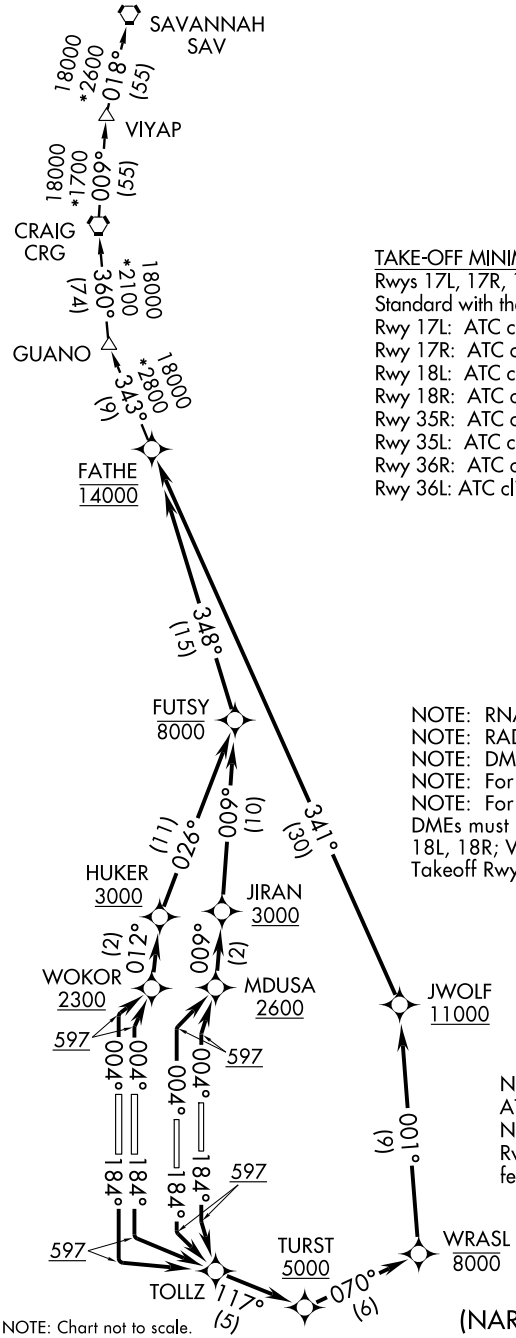
SE-3, 03 JUN 2010 to 01 JUL 2010

(FATHE2.FATHE) 10154 SL-571 (FAA)

FATHE TWO DEPARTURE (RNAV)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0



TAKE-OFF MINIMUMS:
Rwys 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R,
Standard with the followring ATC climb rates:
Rwy 17L: ATC climb of 500' per to 5000.
Rwy 17R: ATC climb of 515' per NM to 5000.
Rwy 18L: ATC climb of 500' per NM to 5000.
Rwy 18R: ATC climb of 500' per NM to 5000.
Rwy 35R: ATC climb of 548' per NM to 2600.
Rwy 35L: ATC climb of 500' per NM to 2600.
Rwy 36R: ATC climb of 560' per NM to 2300.
Rwy 36L: ATC climb of 554' per NM to 2300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: OMN and TAY DMEs must be operational for takeoff Rwy 17L, 17R, 18L, 18R; VRB and TAY DMEs must be operational for Takeoff Rwy 35L, 35R, 36L, 36R..

NOTE: Cross JWOLF at or above 11000, ATC climb of 400 feet per NM to 11000.
NOTE: Cross FATHE at 14000, departing Rwys 35L, 35R, 36L, 36R ATC climb of 416 feet per NM to 14000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

FATHE TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FATHE. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FATHE. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

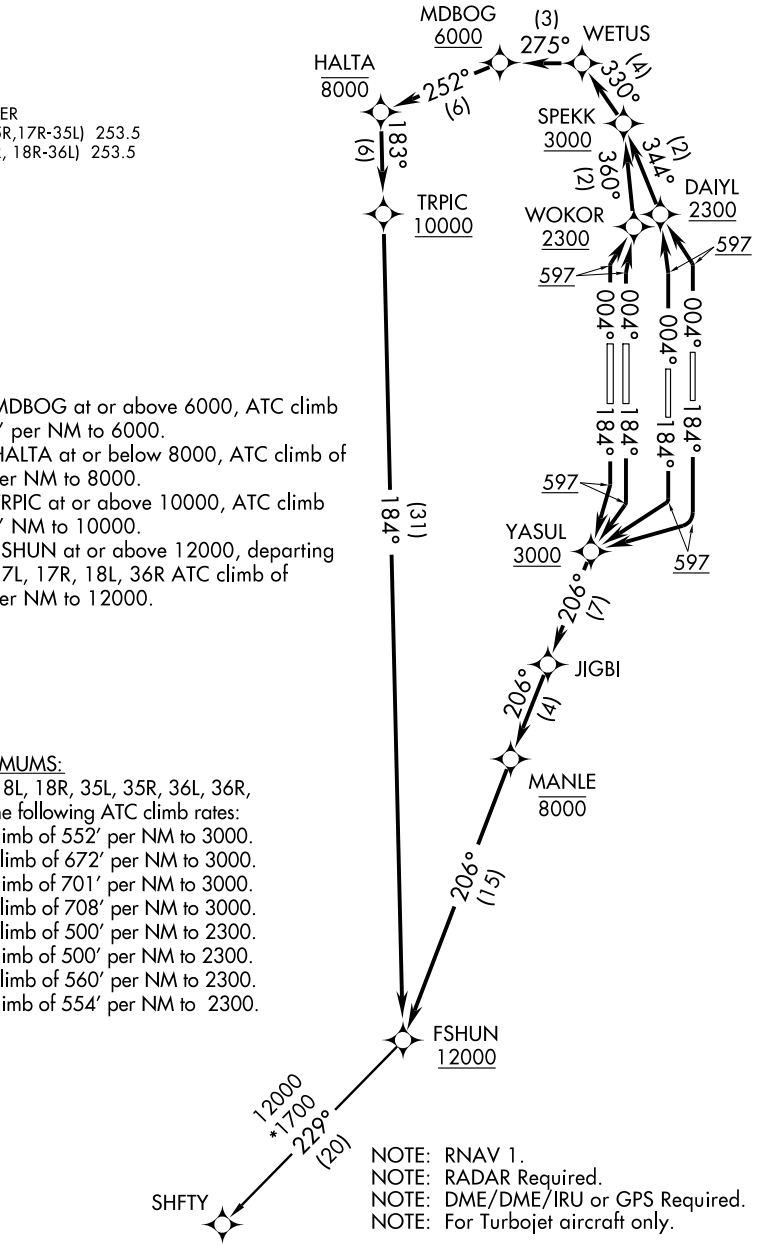
SAVANNAH TRANSITION (FATHE2.SAV):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1,073′ from DER, 23′ left of centerline, up to 84′ AGL/151′ MSL.
Rwy 17R: Tree 1,784′ from DER, 965′ right of centerline, 74′ AGL/138′ MSL.
Rwy 35R: Multiple trees beginning 2,164′ from DER, 5′ right of centerline, up to 89′ AGL/187′ MSL. Multiple trees beginning 2,596′ from DER, 4′ left of centerline, up to 89′ AGL/172′ MSL.
Rwy 35L: Light and bush beginning 134′ from DER, 456′ left of centerline, up to 84′ AGL/129′ MSL.
Rwy 36R: Multiple trees beginning 1,365′ from DER, 193′ right of centerline, up to 94′ AGL/153′ MSL. Light on sign 1,063′ from DER, 726′ left of centerline, 94′ AGL/123′ MSL.
Rwy 36L: Light on sign 1,063′ from DER, 775′ right of centerline, 94′ AGL/123′ MSL.

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FSHUN TWO DEPARTURE (RNAV)

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0



NOTE: Cross MDBOG at or above 6000, ATC climb of 424′ per NM to 6000.
NOTE: Cross HALTA at or below 8000, ATC climb of 332′ per NM to 8000.
NOTE: Cross TRPIC at or above 10000, ATC climb of 342′ NM to 10000.
NOTE: Cross FSHUN at or above 12000, departing Rwys 17L, 17R, 18L, 36R ATC climb of 348′ per NM to 12000.

TAKE-OFF MINIMUMS:
Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R, Standard with the following ATC climb rates:
Rwy 17L: ATC climb of 552′ per NM to 3000.
Rwy 17R: ATC climb of 672′ per NM to 3000.
Rwy 18L: ATC climb of 701′ per NM to 3000.
Rwy 18R: ATC climb of 708′ per NM to 3000.
Rwy 35R: ATC climb of 500′ per NM to 2300.
Rwy 35L: ATC climb of 500′ per NM to 2300.
Rwy 36R: ATC climb of 560′ per NM to 2300.
Rwy 36L: ATC climb of 554′ per NM to 2300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

FSHUN TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct to cross YASUL at or above 3000, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FSHUN. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to FSHUN. Thence....

.... Expect further clearance to filed altitude within 10 minutes after departure.

SHFTY TRANSITION (FSHUN2.SHFTY):

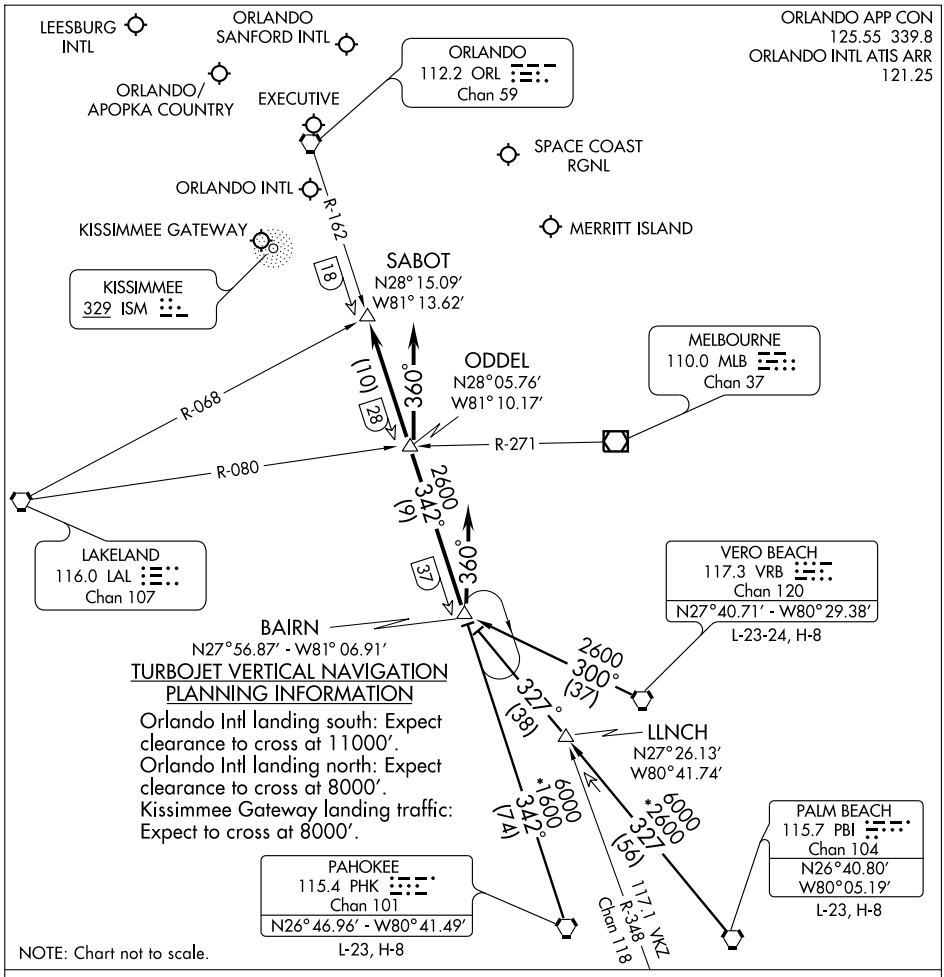
TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073′ from DER, 23′ left of centerline, up to 84′ AGL/151′ MSL.
Rwy 17R: Tree 1784′ from DER, 965′ right of centerline, 74′ AGL/138′ MSL.
Rwy 35R: Multiple trees beginning 2164′ from DER, 5′ right of centerline, up to 89′ AGL/187′ MSL. Multiple trees beginning 2596′ from DER, 4′ left of centerline, up to 89′ AGL/172′ MSL.
Rwy 35L: Light and bush beginning 134′ from DER, 456′ left of centerline, up to 84′ AGL/129′ MSL.
Rwy 36R: Multiple trees beginning 1365′ from DER, 193′ right of centerline, up to 94′ AGL/153′ MSL. Light on sign 1063′ from DER, 726′ left of centerline, 94′ AGL/123′ MSL.
Rwy 36L: Light on sign 1063′ from DER, 775′ right of centerline, 94′ AGL/123′ MSL.

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GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

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PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

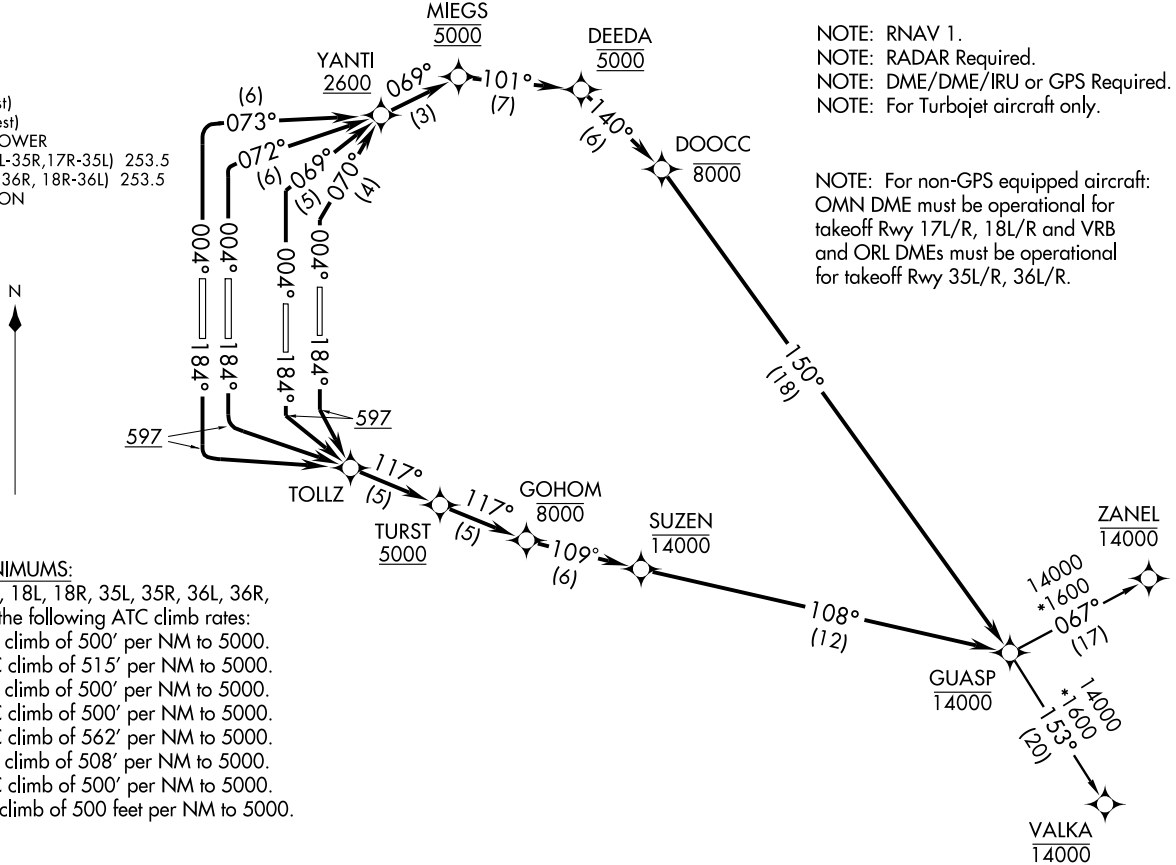
ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

GUASP TWO DEPARTURE (RNAV)

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.

NOTE: For non-GPS equipped aircraft: OMN DME must be operational for takeoff Rwy 17L/R, 18L/R and VRB and ORL DMEs must be operational for takeoff Rwy 35L/R, 36L/R.



TAKE-OFF MINIMUMS:
Rwys 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R,
Standard with the following ATC climb rates:
Rwy 17L: ATC climb of 500′ per NM to 5000.
Rwy 17R: ATC climb of 515′ per NM to 5000.
Rwy 18L: ATC climb of 500′ per NM to 5000.
Rwy 18R: ATC climb of 500′ per NM to 5000.
Rwy 35R: ATC climb of 562′ per NM to 5000.
Rwy 35L: ATC climb of 508′ per NM to 5000.
Rwy 36R: ATC climb of 500′ per NM to 5000.
Rwy 36L: ATC climb of 500 feet per NM to 5000.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

GUASP TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then left turn direct TOLLZ, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to intercept the 069° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to intercept the 070° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to intercept the 072° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to intercept the 073° course to cross YANTI at or above 2600, then right turn direct MIEGS, then via depicted route to GUASP. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

VALKA TRANSITION (GUASP2.VALKA):
ZANEL TRANSITION (GUASP2.ZANEL):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.
Rwy 17R: Tree 1,784' from DER, 965' right of centerline, 74' AGL/138' MSL.
Rwy 35R: Multiple trees beginning 2,164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2,596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1,365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1,063' from DER, 726' left of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1,063' from DER, 775' right of centerline, 94' AGL/123' MSL.

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-ARK	APP CRS	Rwy Idg	9000
110.95	184°	TDZE	90
Chan 46 (Y)		Apt Elev	96

ILS or LOC RWY 17L

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17R or Rwy 18R. DME or Radar required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35L,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) KAKEY I-ARK 17 RADAR

(IF) HERVI I-ARK 13.7 RADAR

FONIK I-ARK 10.6 RADAR

SEEDO I-ARK 9 RADAR

COCAS I-ARK 5.9 RADAR

ORLANDO 112.2 ORL Chan 59

Executive

*When assigned by ATC, intercept glidepath at 4000 or 3000 or 2500.

004° 184° (3.3) *4000

184° (3.2) *3000

*2500 184° (1.6)

1500 184° (3.2)

241

215 210 356 465

MM IM

346 ORL R-140

516

10 NM

1674 1749± 1749 1675

MSA ORL 25 NM 3000

ALTERNATE MISSED APCH FIX

PRESK MLB 30

R-300 120° R-065

116.0 LAL Chan 107 300° 110.0 MLB Chan 37

PRESK ORL 16.2

R-065 140° 320°

116.0 LAL Chan 107

LOCALIZER 110.95 I-ARK Chan 46(Y)

ELEV 96 D

184° 4.2 NM from FAF

TDZE 90

18R 18L 17R 17L 218 190

12004 X 200 12005 X 200 9000 X 150 10000 X 150

194 224 437± 171±

36L 36R 35R 35L

HIRL all Rwys REIL Rwy 36L TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

500 3000 hdg 100° ORL R-140 PRESK

VGSI and ILS glidepath not coincident.

HERVI I-ARK 13.7 RADAR

KAKEY I-ARK 17 RADAR

FONIK I-ARK 10.6 RADAR

SEEDO I-ARK 9 RADAR

COCAS I-ARK 5.9 RADAR

I-ARK 2.7

I-ARK 1.7

IM MM 1500

184° 4000 184° 4000* 3000* 2500* 1500

*When assigned by ATC, intercept glidepath at 4000 or 3000 or 2500.

GS 3.00° TCH 55

0.1 0.2 0.7 3.2 3.2 NM 1.6 NM 3.2 NM 3.3 NM

CATEGORY	A	B	C	D
S-ILS 17L	290/18 200 (200-½)			
S-LOC 17L	500/24 410 (500-½)		500/40 410 (500-¾)	
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-DIZ	APP CRS	Rwy Idg 10000
111.75	184°	TDZE 90
Chan 54 (Y)		Apt Elev 96

ILS or LOC RWY 17R

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17L or Rwy 18R. DME or Radar Required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. LOC procedure NA during simultaneous operations.

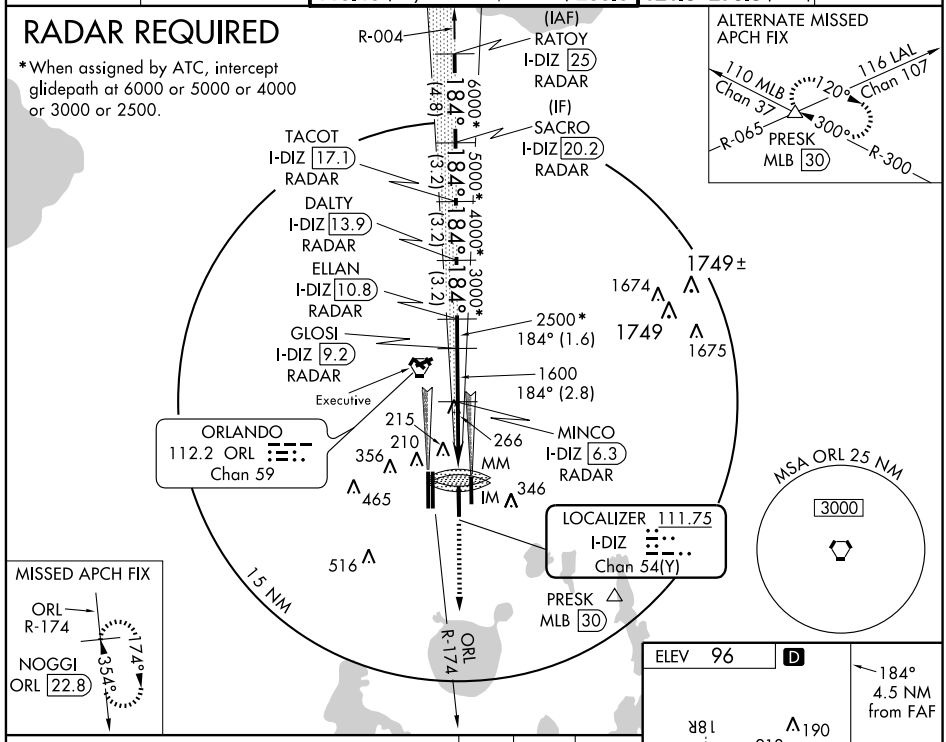
ALSF-2

MISSED APPROACH: Climb to 3000 via ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

*When assigned by ATC, intercept glidepath at 6000 or 5000 or 4000 or 3000 or 2500.



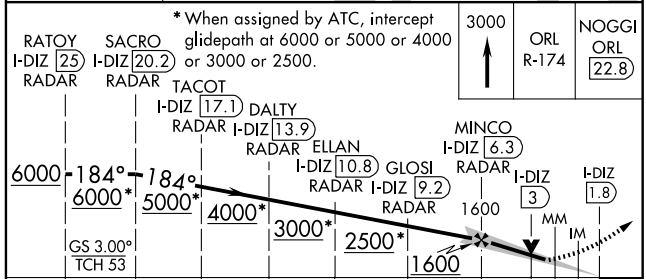
ALTERNATE MISSED APCH FIX

MSA ORL 25 NM

MISSED APCH FIX

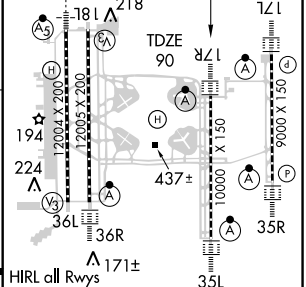
*When assigned by ATC, intercept glidepath at 6000 or 5000 or 4000 or 3000 or 2500.

3000	ORL R-174	NOGGI ORL 22.8



ELEV 96 D

184° 4.5 NM from FAF



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

CATEGORY	A	B	C	D
S-ILS 17R	290/18 200 (200-½)			
S-LOC 17R	520/24 430 (500-½)		520/40 430 (500-¾)	520/50 430 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-TFE	APP CRS	Rwy Idg 12004
111.9	184°	TDZE 94
Chan 56		Apt Elev 96

ILS or LOC RWY 18R

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17R or Rwy 17L. ADF required. DME or Radar required. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct ISM NDB and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) HOLOP I-TFE 19.3 RADAR

(IF) NAVAL I-TFE 17.3 RADAR

ONNER I-TFE 14.2 RADAR

HAMMY I-TFE 11 RADAR

TUFFE INT I-TFE 8.5 RADAR

IVODE I-TFE 4.5 RADAR

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

4000* 184° (3.2) 5000

3000* 184° (3.2)

2200 184° (2.5)

10 NM

ORLANDO 112.2 ORL Chan 59

LOM HERNY 221 OR

R-246

Executive

LOCALIZER 111.9 I-TFE Chan 56

229 215 356 210 MM 465 346 516

1749± 1674 1749 1675

MSA ORL 25 NM 3000

ALTERNATE MISSED APCH FIX

CAMBE ORL 20

R-286 112.2 ORL Chan 59

110 MLB Chan 37

R-227 047° 227°

MISSED APCH FIX

KISSIMMEE ISM 329

147° 327°

CAMBE ORL 20

ELEV 96 D

184° 6.3 NM from FAAF

18R 190 18L 218 17L 17R

TDZE 94

12004 X 200 12005 X 200 9000 X 150 10000 X 150

194 224 437± 171±

36L 36R 35L 35R

HIRL all Rwys

REIL Rwy 36L

TDZ/CL Rwys 17L/R, 18R, 35L/R, 36L and 36R

HOLOP I-TFE 19.3 RADAR | NAVAL I-TFE 17.3 RADAR | ONNER I-TFE 14.2 RADAR | HAMMY I-TFE 11 RADAR | TUFFE INT I-TFE 8.5 RADAR | IVODE I-TFE 4.5 RADAR | I-TFE 3.2 | I-TFE 2.2

5000 184° 5000* 184° 4000* 3000* 2200 900**

GS 3.00° TCH 55

*When assigned by ATC, intercept glidepath at 3000 or 4000 or 5000.

**LOC only

500 2000 ISM

2 NM 3.2 NM 3.2 NM 2.5 NM 4 NM 1.3 0.6 0.4

CATEGORY	A	B	C	D
S-ILS 18R	294/18 200 (200-½)			
S-LOC 18R	480/24 386 (400-½)			480/40 386 (400-¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

SE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-DDO	APP CRS	Rwy Idg	10000
110.5	004°	TDZE	88
Chan 42		Apt Elev	96

ILS or LOC RWY 35L

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 35R or Rwy 36R. DME or Radar required. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
265°
085°
SANFORD
408 SFB

ORLANDO
112.2 ORL
Chan 59

OVIDO
ORL 13

325°
408 SFB
049°
229°

R-049

LOCALIZER 110.5
I-DDO
Chan 42

Executive

112.6 OMN
Chan 73

R-183

1674
1749±
1749
1675

210
215
356
465
346
516
IM
MM
184±

*When assigned by ATC, intercept glidepath at 3000 or 4000.

SPURR
I-DDO 6.3
RADAR

1600
004° (4.4)
004° (3.2)
3000*

FITEM
I-DDO 10.8
RADAR

1949

4000*
184° (2.6)

(IF)
FOBUK
I-DDO 13.9
RADAR

(IAF)
NOGGI
I-DDO 16.5
RADAR

184°

15 NM

MSA ORL 25 NM
3000

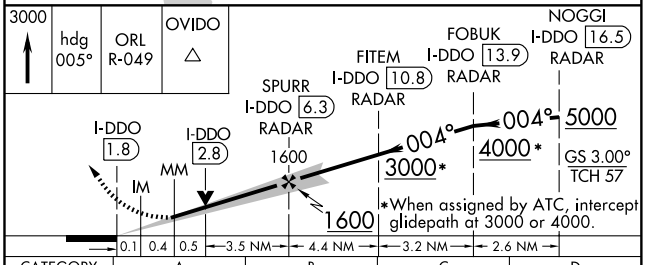
ELEV 96 D

18R
18L
17L
17R
190
218
194
224
36L
36R
35R
35L
TDZE
88
171±
437±
12004 X 200
12005 X 200
10000 X 150
9000 X 150

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

004° 4.5 NM from FAF

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 35L	288/18 200 (200-½)			
S-LOC 35L	440/24 352 (400-½)			440/40 352 (400-¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 35R
ORLANDO INTL (MCO)

LOC/DME I-CER	APP CRS	Rwy Idg	9000
111.15	004°	TDZE	90
Chan 48(Y)		Apt Elev	96

Simultaneous approach authorized with Rwy 35L or Rwy 36R. DME or Radar required. LOC procedure NA during simultaneous operations. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

ORLANDO 112.2 ORL Chan 59

Executive

LOCALIZER 111.15 I-CER Chan 48(Y)

ALTERNATE MISSED APCH FIX

265° 085° SANFORD 408 SFB

RADAR REQUIRED

215 356 346 465 516 1949

IM MM

ORL R-140

10 NM

164 ±

HEWES I-CER 6.2 RADAR

140° 320°

1600

004° (4.4)

PRESK ORL 16.2

FESHA I-CER 10.6 RADAR

*3000 004° (3.2)

(IF) SERAY I-CER 13.7 RADAR

*4000 004° (2.6)

(IAF) CRUSE I-CER 16.3 RADAR

184°

MSA ORL 25 NM 3000

116.0 LAL Chan 107 R-065

* When assigned by ATC, intercept glidepath at 4000 or 3000.

VGSI and ILS glidepath not coincident.

500 3000 ORL R-140 PRESK

CRUSE I-CER 16.3 RADAR

SERAY I-CER 13.7 RADAR

FESHA I-CER 10.6 RADAR

HEWES I-CER 6.2 RADAR

I-CER 2.7

I-CER 1.7

5000 *4000 *3000 004° 1600 MM IM

GS 3.00° TCH 57

* When assigned by ATC, intercept glidepath at 4000 or 3000.

2.6 NM 3.2 NM 4.4 NM 3.5 NM 0.6 0.2 0.1

ELEV 96 D

18R 18L 17L 17R 190 218 194 224 437± 171±

12004 X 200 12005 X 200 9000 X 150 10000 X 150

36L 36R 35R 35L TDZE 90

HIRL all Rwys 004° 4.5 NM from FAF
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

CATEGORY	A	B	C	D
S-ILS 35R	290/18 200 (200-½)			
S-LOC 35R	480/24 390 (400-½)			480/40 390 (400-¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

SE-3. 03 JUN 2010 to 01 JUL 2010

ORLANDO, FLORIDA

AL-571 (FAA)

LOC/DME I-OJP	APP CRS	Rwy Idg 11601
110.7	004°	TDZE 92
Chan 44		Apt Elev 96

ILS or LOC RWY 36R

ORLANDO INTL (MCO)

ADF required. DME or Radar Required.
Simultaneous approach authorized with Rwy 35L or Rwy 35R. LOC procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct HERNY LOM and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

Executive

ORLANDO
112.2 ORL
Chan 59

LOM
HERNY
221 OR

070°
250°

LOCALIZER 110.7
I-OJP
Chan 44

356 210 215 465 346 516 199

IM
MM

CAMBE
ORL 20

JAKOR
I-OJP 6.6
RADAR

1600
004° (4.4)

* When assigned by ATC, intercept glidepath at 3000 or 4000.

SILKY
I-OJP 11
RADAR

3000*
004° (3.2)

(IF)
FLOZY
I-OJP 14.2
RADAR

4000*
004° (2.6)

(IAF)
TRAMP
I-OJP 16.8
RADAR

184°

10 NM

1949

MSA ORL 25 NM
3000

ALTERNATE MISSED APCH FIX
CAMBE
ORL 20
112.2 ORL
Chan 59
R-286
110 MLB
Chan 37
R-227
047°
227°

ELEV 96 D

18R 18L 17R 17L 190 218 194 224

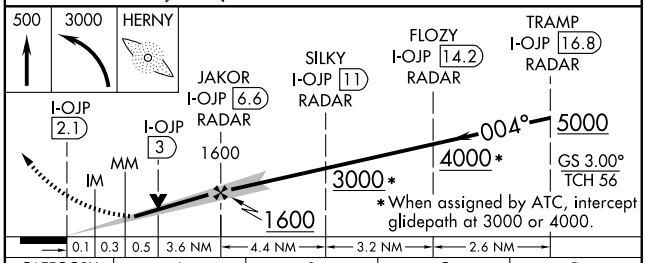
12004 X 200
12005 X 200
10000 X 150
9006 X 150

437±
TDZE
92
36L
36R
35R
35L
171±

004°
4.5 NM
from FAF

REIL Rwy 36L
HIRL all Rwys
TDZ/CL Rwys 17L/R, 18R, 35L/R, 36L and 36R

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30



CATEGORY	A	B	C	D
S-ILS 36R	292/18 200 (200-½)			
S-LOC 36R	440/24 348 (400-½)			440/40 348 (400-¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

ORLANDO, FLORIDA AL-571 (FAA)

LOC/DME I-ARK	APP CRS	Rwy Idg 9000
110.95	184°	TDZE 90
Chan 46 (Y)		Apt Elev 96

ILS RWY 17L (CAT II)

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17R or Rwy 18R. DME or Radar required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via heading 100° and ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) KAKEY I-ARK 17 RADAR

(IF) HERVI I-ARK 13.7 RADAR

FONIK I-ARK 10.6 RADAR

SEEDO I-ARK 9 RADAR

COCAS I-ARK 5.9 RADAR

PRESK MLB 30

ORL 16.2

LOCALIZER 110.95 I-ARK Chan 46(Y)

ORLANDO 112.2 ORL Chan 59

Executive

*When assigned by ATC, intercept glidepath at 4000 or 3000 or 2500.

*4000 *3000 *2500 1500

004° 184° 184° 184°

(3.3) (3.2) (3.2) (3.2)

*2500 184° (1.6)

10 NM

1674 1749± 1749 1675

241 215 210 356 465 346 516

MM IM

ORL R-140

ALTERNATE MISSED APCH FIX

PRESK MLB 30

R-300 120° R-065

116.0 LAL Chan 107

300° 110.0 MLB Chan 37

PRESK ORL 16.2 R-065 140° 320°

116.0 LAL Chan 107

MSA ORL 25 NM

3000

ELEV 96 D

18R 18L 17R 17L

218 190 TDZE 90

12004 X 200 12005 X 200 10000 X 150 9000 X 150

194 224 437± 36L 36R 171± 35L 35R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

500	3000 hdg 100°	ORL R-140	PRESK

VGSI and ILS glidepath not coincident.

HERVI I-ARK 13.7 RADAR

KAKEY I-ARK 17 RADAR

FONIK I-ARK 10.6 RADAR

SEEDO I-ARK 9 RADAR

COCAS I-ARK 5.9 RADAR

DH RA 101

IM MM 1500

90 MSL

1500 2500* 3000* 4000* 4000

184° 184°

*When assigned by ATC, intercept glidepath at 4000 or 3000 or 2500.

GS 3.00° TCH 55

1040'	864'	1412'	3.8	3.2 NM	1.6 NM	3.2 NM	3.3 NM

CATEGORY	A	B	C	D
S-ILS 17L	RA 101/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3. 03 JUN 2010 to 01 JUL 2010

ORLANDO, FLORIDA

AL-571 (FAA)

LOC/DME I-DIZ	APP CRS	Rwy Idg 10000
111.75	184°	TDZE 90
Chan 54 (Y)		Apt Elev 96

ILS RWY 17R (CAT II)

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 17L or Rwy 18R. DME or Radar Required. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

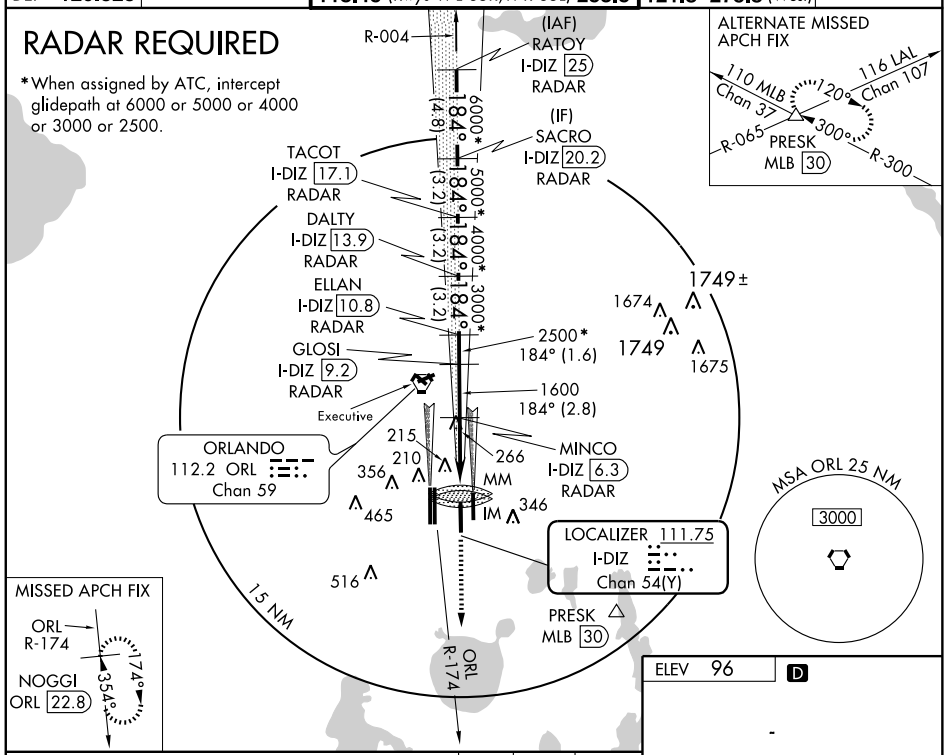
ALSF-2

MISSED APPROACH: Climb to 3000 via ORL VORTAC R-174 to NOGGI/ ORL 22.8 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

*When assigned by ATC, intercept glidepath at 6000 or 5000 or 4000 or 3000 or 2500.



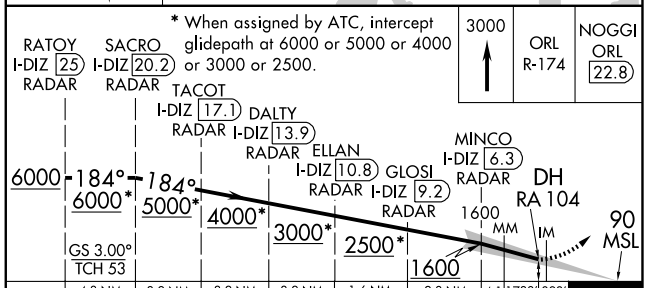
MISSED APCH FIX

ORL R-174

NOGGI ORL 22.8

174°

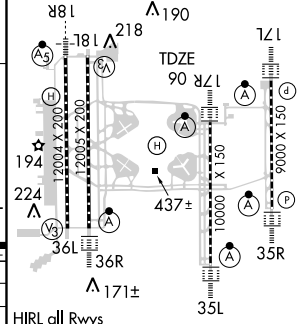
354°



CATEGORY	A	B	C	D
S-ILS 17R	RA 104/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 96 D



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-DDO	APP CRS	Rwy Idg	10000
110.5	004°	TDZE	88
Chan 42		Apt Elev	96

ILS RWY 35L (CAT II)

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 35R or Rwy 36R. DME or Radar Required. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

265° 085°

SANFORD 408 SFB

325° 408 SFB 049° 229° OVIDO ORL 13

ORLANDO 112.2 ORL Chan 59

R-049

LOCALIZER 110.5 I-DDO Chan 42

Executive

112.6 OMN Chan 73

R-183

1674 1749 ± 1749 1675

210 215 356 465 346 IM MM 516 184 ±

15 NM

SPURR I-DDO 6.3 RADAR

1600 (4.4) 004° * 3000 (3.2) 004°

FITEM I-DDO 10.8 RADAR

*4000 184° (2.6)

1949

(IF) FOBUK I-DDO 13.9 RADAR

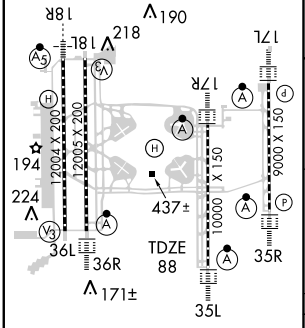
(IAF) NOGGI I-DDO 16.5 RADAR

184°

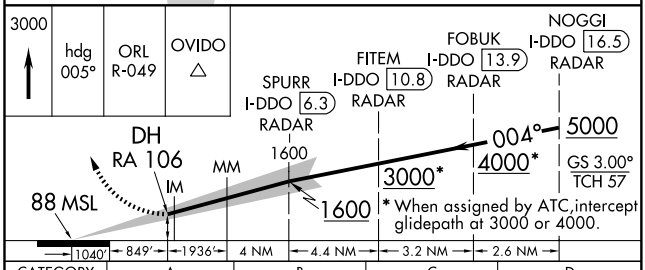
MSA ORL 25 NM 3000

* When assigned by ATC, intercept glidepath at 3000 or 4000.

ELEV 96 D



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R



CATEGORY	A	B	C	D
S-ILS 35L	RA 106/12 100 DA 188			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-DDO	APP CRS	Rwy Idg 10000
110.5	004°	TDZE 88
Chan 42		Apt Elev 96

ILS RWY 35L (CAT III)

ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 35R or Rwy 36R. DME or Radar required. Bright lights on highway midway between Rwy 35L and 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 via heading 005° and ORL VORTAC R-049 to OVIDO INT/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

ALTERNATE MISSED APCH FIX

SANFORD 408 SFB

ORLANDO 112.2 ORL Chan 59

LOCALIZER 110.5 I-DDO Chan 42

OVIDO ORL 13

R-049 R-183 112.6 OMN Chan 73

Executive

*When assigned by ATC, intercept glidepath at 3000 or 4000.

MSA ORL 25 NM 3000

SPURR I-DDO 6.3 RADAR

FITEM I-DDO 10.8 RADAR

(IF) FOBUK I-DDO 13.9 RADAR

(IAF) NOGGI I-DDO 16.5 RADAR

15 NM

ELEV 96 D

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

3000	hdg 005°	ORL R-049	OVIDO △

88 MSL

1040′ 875′ 1910′ 4 NM 4.4 NM 3.2 NM 2.6 NM

GS 3.00° TCH 57

*When assigned by ATC, intercept glidepath at 3000 or 4000.

CATEGORY	A	B	C	D
S-ILS 35L	CAT IIIa	RVR 07		
S-ILS 35L	CAT IIIb	RVR 06		
S-ILS 35L	CAT IIIc	NA		

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

LOC/DME I-CER	APP CRS	Rwy Idg	9000
111.15	004°	TDZE	90
Chan 48(Y)		Apt Elev	96

ILS RWY 35R (CAT II)
ORLANDO INTL (MCO)

Simultaneous approach authorized with Rwy 35L or Rwy 36R. DME or Radar Required. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 via ORL VORTAC R-140 to PRESK INT/ORL 16.2 DME and hold, continue climb-in-hold to 3000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

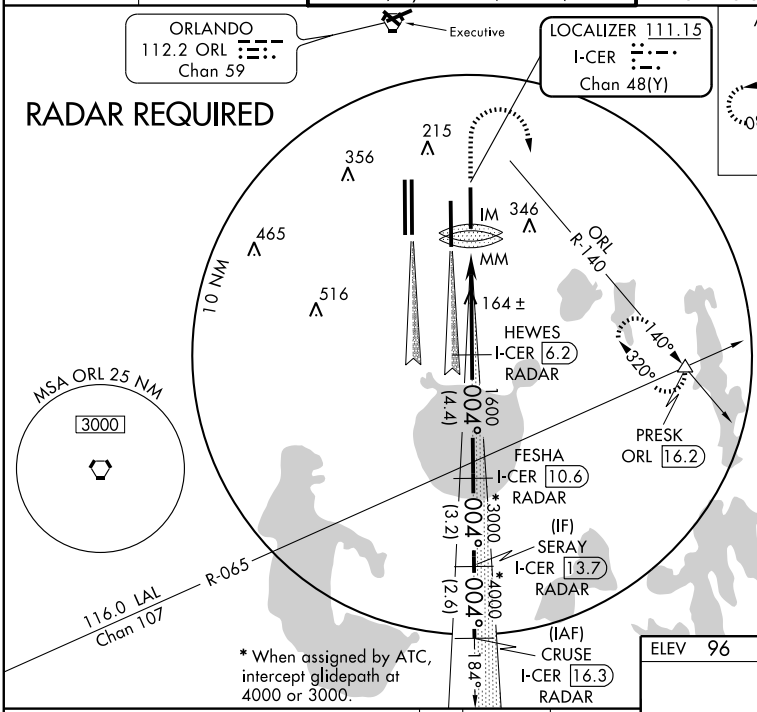
ORLANDO 112.2 ORL Chan 59

Executive

LOCALIZER 111.15 I-CER Chan 48(Y)

ALTERNATE MISSED APCH FIX 265° 085° SANFORD 408 SFB

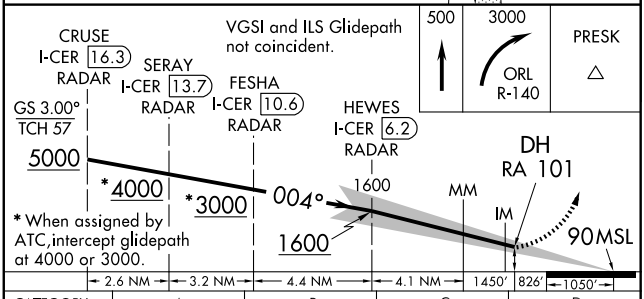
RADAR REQUIRED



* When assigned by ATC, intercept glidepath at 4000 or 3000.

VGSI and ILS Glidepath not coincident.

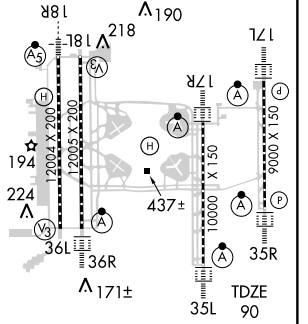
500 3000 ORL R-140 PRESK



CATEGORY	A	B	C	D
S-ILS 35R	RA 101/12 100 DA 190			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 96 D



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-OJP	APP CRS	Rwy Idg 11601
110.7	004°	TDZE 92
Chan 44		Apt Elev 96

ILS RWY 36R (CAT II)

ORLANDO INTL (MCO)

ADF Required. DME or Radar Required. Simultaneous approach authorized with Rwy 35L or Rwy 35R.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct HERNY LOM and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

Executive

ORLANDO 112.2 ORL Chan 59

LOM HERNY 221 OR

070° 250°

LOCALIZER 110.7 I-OJP Chan 44

356 210 215 465 346 516 199

IM MM

CAMBE ORL 20

JAKOR I-OJP 6.6 RADAR

1600 004° (4.4)

SILKY I-OJP 11 RADAR

3000* 004° (3.2)

(IF) FLOZY I-OJP 14.2 RADAR

4000* 004° (2.8)

(IAF) TRAMP I-OJP 16.8 RADAR

184°

* When assigned by ATC, intercept glidepath at 3000 or 4000.

1949

10 NM

MSA ORL 25 NM

3000

ALTERNATE MISSED APCH FIX

CAMBE ORL 20

112.2 ORL Chan 59

110 MLB Chan 37

R-286 R-047° R-227 227°

ELEV 96 D

18L 18R 190 218 17L 17R 194 224 171± 437± 36L 36R 35L 35R TDZE 92

12004 X 200 12005 X 200 10000 X 150 9000 X 150

REIL Rwy 36L
HIRL all Rwys
TDZ/CL Rwys 17L/R, 18R, 35L/R, 36L and 36R

500 3000 HERNY

JAKOR I-OJP 6.6 RADAR

SILKY I-OJP 11 RADAR

FLOZY I-OJP 14.2 RADAR

TRAMP I-OJP 16.8 RADAR

DH RA115

MM IM

1600 3000* 4000* 004° 5000

GS 3.00° TCH 56

92 MSL

* When assigned by ATC, intercept glidepath at 3000 or 4000.

1051' 849' 1495' 4.1 NM 4.4 NM 3.2 NM 2.6 NM

CATEGORY	A	B	C	D
S-ILS 36R	RA115/12	100	DA 192	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3. 03 JUN 2010 to 01 JUL 2010

ORLANDO, FLORIDA

AL-571 (FAA)

LOC/DME I-OJP	APP CRS	Rwy Idg 11601
110.7	004°	TDZE 92
Chan 44		Apt Elev 96

ILS RWY 36R (CAT III)

ORLANDO INTL (MCO)

ADF required. DME or Radar required.
Simultaneous approach authorized with Rwy 35L or Rwy 35R.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct HERNY LOM and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

Executive

ORLANDO
112.2 ORL
Chan 59

LOM
HERNY
221 OR

070°
250°

LOCALIZER 110.7
I-OJP
Chan 44

356 210 215 465 346 516 199

IM
MM

CAMBE
ORL 20

JAKOR
I-OJP 6.6
RADAR

1600
004° (4.4)

SILKY
I-OJP 11
RADAR

3000*
004° (3.2)

(IF)
FLOZY
I-OJP 14.2
RADAR

4000*
004° (2.6)

(IAF)
TRAMP
I-OJP 16.8
RADAR

184°

10 NM

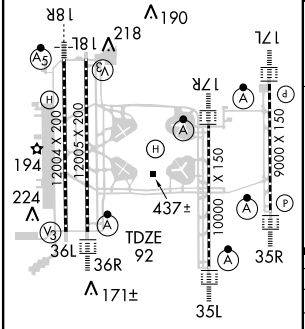
* When assigned by ATC, intercept glidepath at 3000 or 4000.

1949

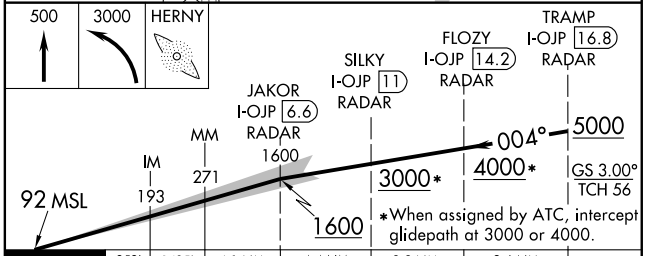
MSA ORL 25 NM
3000

ALTERNATE MISSED APCH FIX
CAMBE ORL 20
112.2 ORL Chan 59
110 MLB Chan 37
R-286
R-047°
R-227°
227°

ELEV 96 D



REIL Rwy 36L
HIRL all Rwys
TDZ/CL Rwys 17L/R, 18R, 35L/R, 36L and 36R



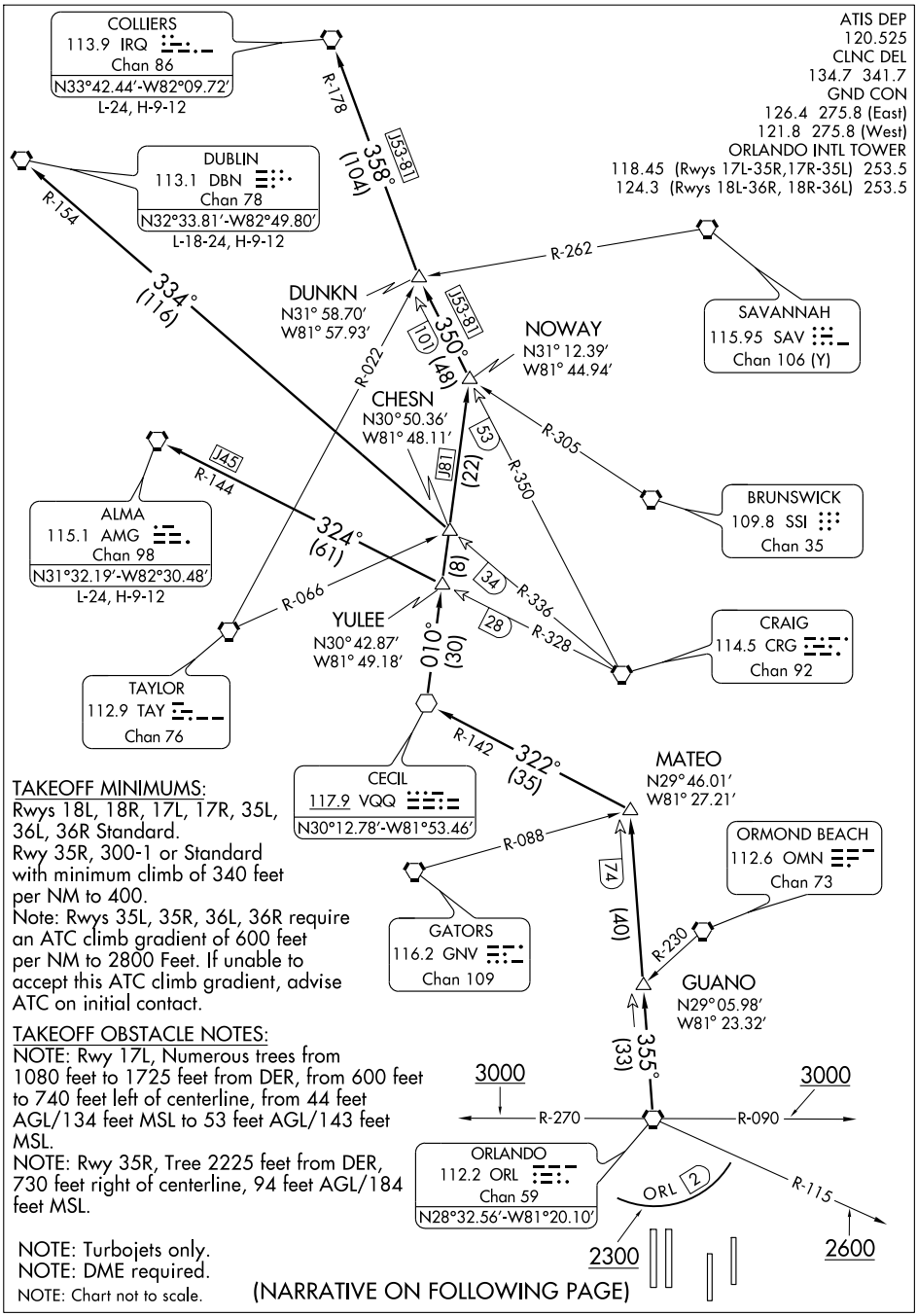
CATEGORY	A	B	C	D
S-ILS 36R	CAT IIIa RVR 07			
S-ILS 36R	CAT IIIb RVR 06			
S-ILS 36R	CAT IIIc NA			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3. 03 JUN 2010 to 01 JUL 2010

JAGUAR THREE DEPARTURE

ORLANDO INTL (MCO)
ORLANDO, FLORIDA



TAKEOFF MINIMUMS:
Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard.
Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400.
Note: Rwys 35L, 35R, 36L, 36R require an ATC climb gradient of 600 feet per NM to 2800 Feet. If unable to accept this ATC climb gradient, advise ATC on initial contact.

TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.

NOTE: Turbojets only.
NOTE: DME required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

JAGUAR THREE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned. Thence....

TAKE OFF RUNWAYS 35L, 35R: Climb on heading as assigned, cross ORL R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....

TAKE OFF RUNWAYS 36L/R: Climb on heading as assigned, cross the 2 DME south of the ORL VORTAC at or above 2300 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....

All aircraft maintain 5000 feet for vectors to appropriate transition. Expect clearance to filed altitude ten (10) minutes after departure.

ALMA TRANSITION (JAG3.AMG):From over ORL VORTAC via ORL R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ R-010 to YULEE INT and AMG R-144 to the AMG VORTAC. Thence as filed.

COLLIERS TRANSITION (JAG3.IRQ): From over ORL VORTAC via ORL R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ R-010 to NOWAY INT and CRG R-350 to DUNKN INT, then via IRQ R-178 to IRQ VORTAC. Thence as filed.

DUBLIN TRANSITION (JAG3.DBN): From over ORL VORTAC via ORL R-355 to MATEO INT, then via VQQ R-142 to VQQ VOR, then via VQQ R-010 to CHESN INT and DBN R-154 to the DBN VORTAC. Thence as filed.

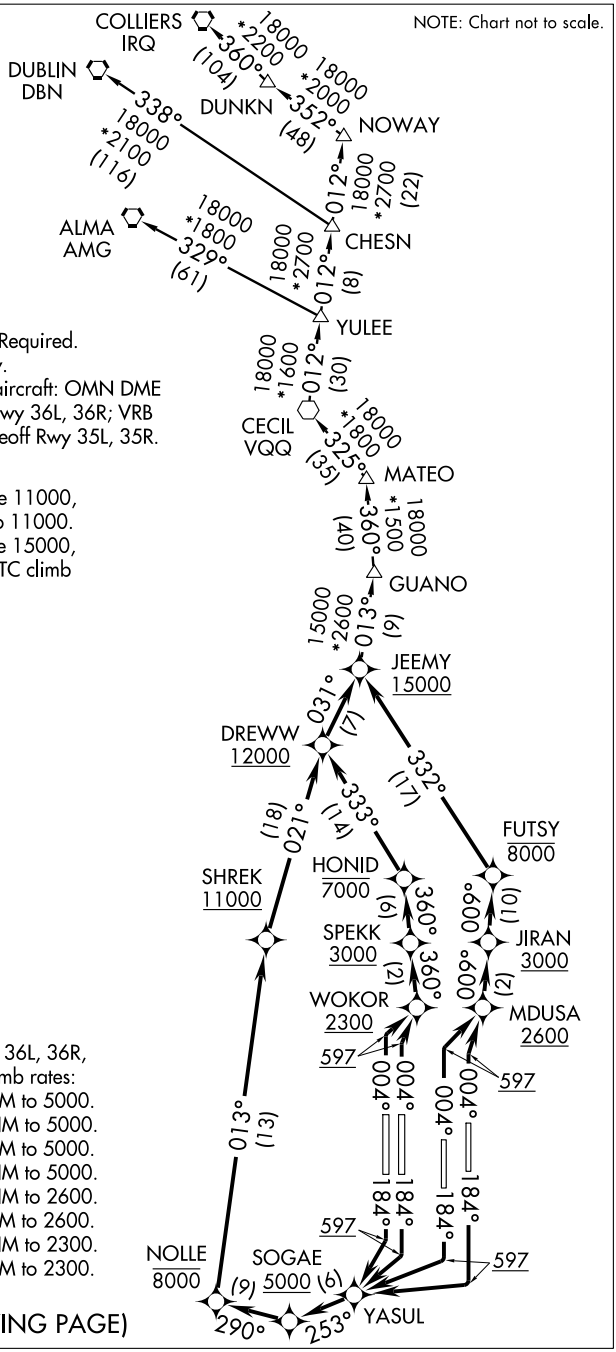
(JEEMY2.JEEMY) 10154 SL-571 (FAA)

JEEMY TWO DEPARTURE (RNAV)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0

NOTE: Chart not to scale.



NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.
NOTE: For non-GPS equipped aircraft: OMN DME must be operational for takeoff Rwy 36L, 36R; VRB DME must be operational for takeoff Rwy 35L, 35R.

NOTE: Cross SHREK at or above 11000, ATC climb of 279 feet per NM to 11000.
NOTE: Cross JEEMY at or above 15000, departing Rwys 35L/R, 36L/R ATC climb of 440 feet per NM to 15000.

TAKE-OFF MINIMUMS:
Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R, Standard with the following ATC climb rates:
Rwy 17L: ATC climb of 500′ per NM to 5000.
Rwy 17R: ATC climb of 500′ per NM to 5000.
Rwy 18L: ATC climb of 500′ per NM to 5000.
Rwy 18R: ATC climb of 500′ per NM to 5000.
Rwy 35R: ATC climb of 548′ per NM to 2600.
Rwy 35L: ATC climb of 500′ per NM to 2600.
Rwy 36R: ATC climb of 560′ per NM to 2300.
Rwy 36L: ATC climb of 554′ per NM to 2300.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

JEEMY TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then right turn direct to cross MDUSA at or above 2600, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to JEEMY. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to JEEMY. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

ALMA TRANSITION (JEEMY2.AMG):
COLLIERS TRANSITION (JEEMY2.IRQ):
DUBLIN TRANSITION (JEEMY2.DBN):
YULEE TRANSITION (JEEMY2.YULEE):

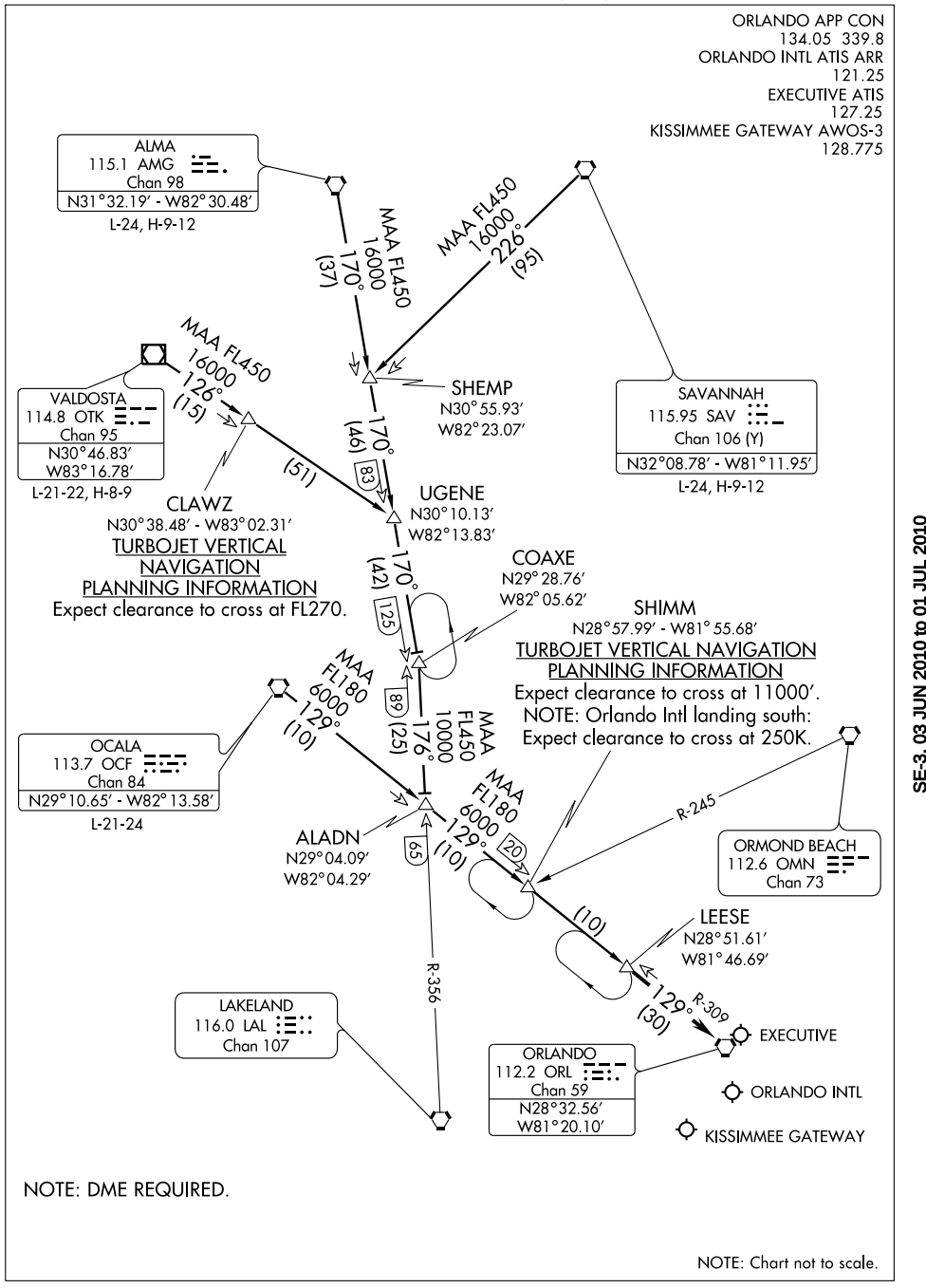
TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073′ from DER, 23′ left of centerline, up to 84′ AGL/151′ MSL.
Rwy 17R: Tree 1,784′ from DER, 965′ right of centerline, 74′ AGL/138′ MSL.
Rwy 35R: Multiple trees beginning 2164′ from DER, 5′ right of centerline, up to 89′ AGL/187′ MSL. Multiple trees beginning 2596′ from DER, 4′ left of centerline, up to 89′ AGL/172′ MSL.
Rwy 35L: Light and bush beginning 134′ from DER, 456′ left of centerline, up to 84′ AGL/129′ MSL.
Rwy 36R: Multiple trees beginning 1365′ from DER, 193′ right of centerline, up to 94′ AGL/153′ MSL. Light on sign 1063′ from DER, 726′ left of centerline, 94′ AGL/123′ MSL.
Rwy 36L: Light on sign 1063′ from DER, 775′ right of centerline, 94′ AGL/123′ MSL.

SE-3, 03 JUN 2010 to 01 JUL 2010

LEESE TWO ARRIVAL (LEESE.LEESE2)

ST-571 (FAA)

ORLANDO, FLORIDA



NOTE: DME REQUIRED.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

LEESE TWO ARRIVAL (LEESE.LEESE2) ST-571 (FAA) ORLANDO, FLORIDA

ARRIVAL DESCRIPTION

ALMA TRANSITION (AMG.LEESE2): From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and ORL R-309 to LEESE DME. Thence....

SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

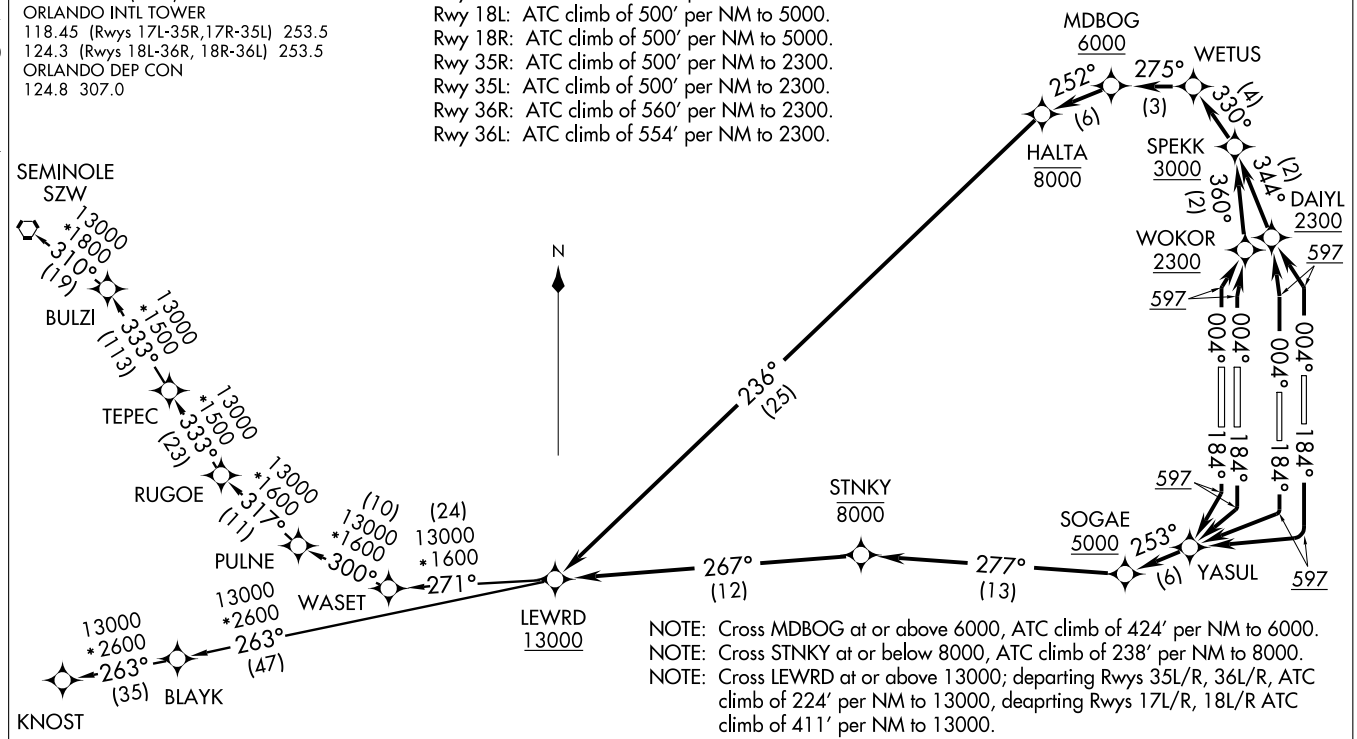
....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

SE-3, 03 JUN 2010 to 01 JUL 2010

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5
ORLANDO DEP CON
124.8 307.0

TAKE-OFF MINIMUMS:
Rwy 17L, 17R, 18L, 18R, 35L, 35R, 36L, 36R,
Standard with the following ATC climb rates:
Rwy 17L: ATC climb of 500′ per NM to 5000.
Rwy 17R: ATC climb of 500′ per NM to 5000.
Rwy 18L: ATC climb of 500′ per NM to 5000.
Rwy 18R: ATC climb of 500′ per NM to 5000.
Rwy 35R: ATC climb of 500′ per NM to 2300.
Rwy 35L: ATC climb of 500′ per NM to 2300.
Rwy 36R: ATC climb of 560′ per NM to 2300.
Rwy 36L: ATC climb of 554′ per NM to 2300.

NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For Turbojet aircraft only.



NOTE: Cross MDBOG at or above 6000, ATC climb of 424′ per NM to 6000.
NOTE: Cross STNKY at or below 8000, ATC climb of 238′ per NM to 8000.
NOTE: Cross LEWRD at or above 13000; departing Rwys 35L/R, 36L/R, ATC climb of 224′ per NM to 13000, deaprting Rwys 17L/R, 18L/R ATC climb of 411′ per NM to 13000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(LEWRD2.LEWRD) 10154

LEWRD TWO DEPARTURE (RNAV)

SL-571 (FAA)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 17R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 18L: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 18R: Climb heading 184° to 597, then right turn direct YASUL, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 35L: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 35R: Climb heading 004° to 597, then left turn direct to cross DAIYL at or above 2300, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 36R: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to LEWRD. Thence....
TAKE-OFF RWY 36L: Climb heading 004° to 597, then right turn direct to cross WOKOR at or above 2300, then via depicted route to LEWRD. Thence....

.... Via assigned transition. Expect further clearance to filed altitude within 10 minutes after departure.

KNOST TRANSITION (LEWRD2.KNOST):
SEMINOLE TRANSITION (LEWRD2.SZW):

TAKE-OFF OBSTACLE NOTES:
Rwy 17L: Multiple trees beginning 1073' from DER, 23' left of centerline, up to 84' AGL/151' MSL.
Rwy 17R: Tree 1784' from DER, 965' right of centerline, 74' AGL/138' MSL.
Rwy 35R: Multiple trees beginning 2164' from DER, 5' right of centerline, up to 89' AGL/187' MSL. Multiple trees beginning 2596' from DER, 4' left of centerline, up to 89' AGL/172' MSL.
Rwy 35L: Light and bush beginning 134' from DER, 456' left of centerline, up to 84' AGL/129' MSL.
Rwy 36R: Multiple trees beginning 1365' from DER, 193' right of centerline, up to 94' AGL/153' MSL. Light on sign 1063' from DER, 726' left of centerline, 94' AGL/123' MSL.
Rwy 36L: Light on sign 1063' from DER, 775' right of centerline, 94' AGL/123' MSL.

SE-3, 03 JUN 2010 to 01 JUL 2010

MCCOY NINE DEPARTURE

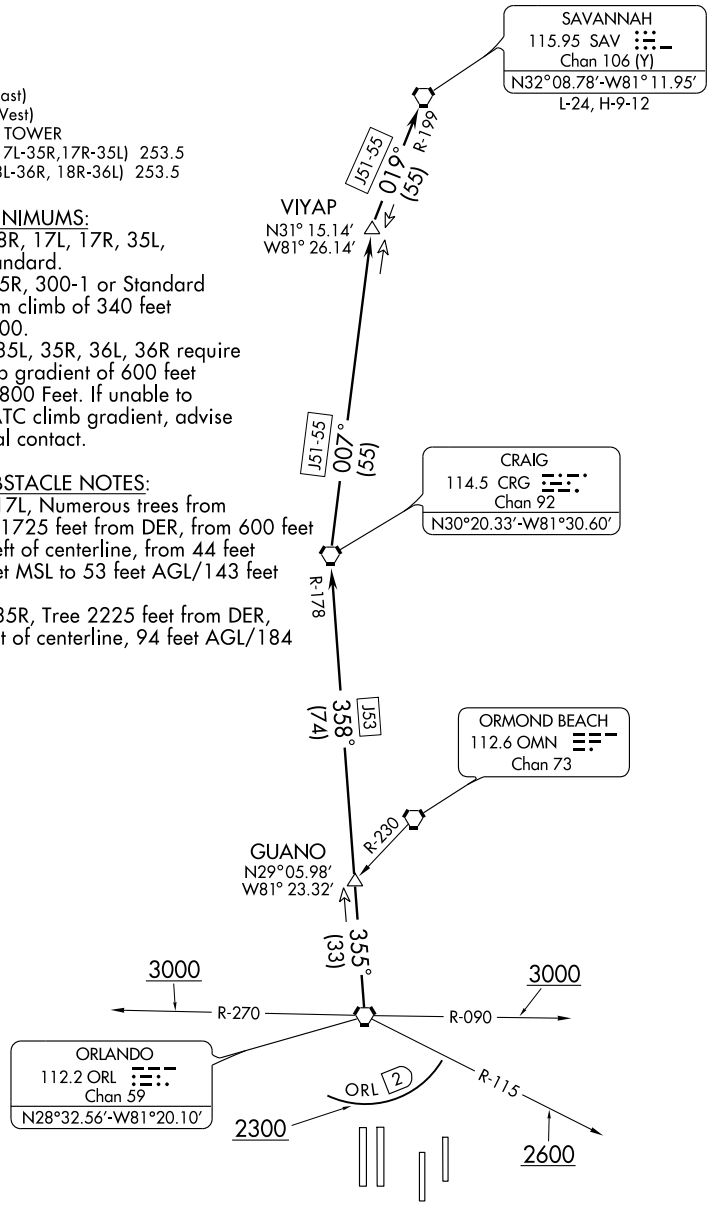
SL-571 (FAA)

ORLANDO INTL (MCO)
ORLANDO, FLORIDA

ATIS DEP
120.525
CLNC DEL
134.7 341.7
GND CON
126.4 275.8 (East)
121.8 275.8 (West)
ORLANDO INTL TOWER
118.45 (Rwys 17L-35R,17R-35L) 253.5
124.3 (Rwys 18L-36R, 18R-36L) 253.5

TAKEOFF MINIMUMS:
Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard.
Note: Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400.
Note: Rwys 35L, 35R, 36L, 36R require an ATC climb gradient of 600 feet per NM to 2800 Feet. If unable to accept this ATC climb gradient, advise ATC on initial contact.

TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.



NOTE: Turbojets only.
NOTE: DME required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

MCCOY NINE DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned. Thence....
TAKE OFF RUNWAYS 35L, 35R: Climb on heading as assigned, cross ORL R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....
TAKE OFF RUNWAYS 36L/R: Climb on heading as assigned, cross 2 DME south of the ORL VORTAC at or above 2300 feet, cross ORL VORTAC R-090 or R-270 radial at or above 3000 feet. Thence....
All aircraft maintain 5000 feet, expect vectors to the Savannah transition. Expect further clearance to filed altitude ten (10) minutes after departure.

SAVANNAH TRANSITION (MCOY9.SAV): From over ORL VORTAC via ORL R-355 and CRG R-178 to CRG VORTAC, then via CRG R-007 and SAV R-199 to SAV VORTAC. Thence as filed.

SE-3, 03 JUN 2010 to 01 JUL 2010

MINEE FOUR ARRIVAL (MINEE.MINEE4)

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 120° (9)

SYKES
N27°39.88′
W83°02.99′

13000 070° (29)

R-250

R-106

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

72

13000 070° (14)

83

10000 003° (24)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83° 17.93′

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

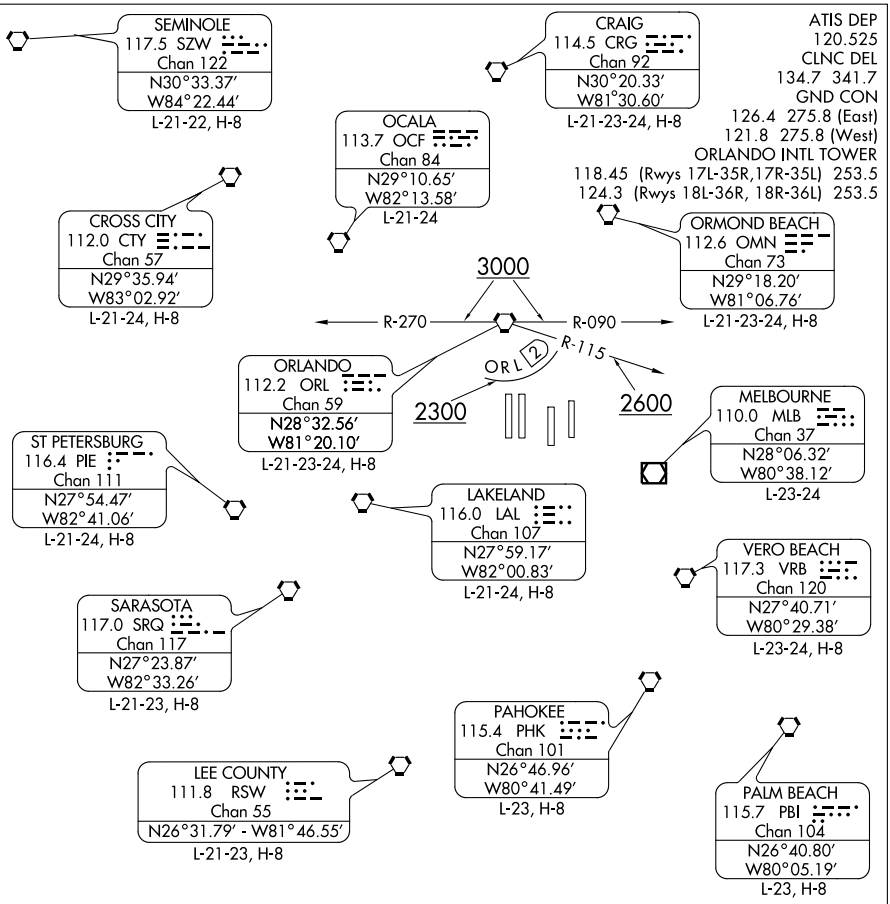
10000 003° (59)

10000 334° (45)

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

NOTE: Chart not to scale.

ORLANDO EIGHT DEPARTURE



TAKEOFF MINIMUMS:
Rwys 18L, 18R, 17L, 17R, 35L, 36L, 36R Standard.
Rwy 35R, 300-1 or Standard with minimum climb of 340 feet per NM to 400.
Note: Rwys 35L, 35R, 36L, 36R require an ATC climb gradient of 600 feet per NM to 2800. If unable to accept this ATC climb gradient, advise ATC on initial contact.

TAKEOFF OBSTACLE NOTES:
NOTE: Rwy 17L, Numerous trees from 1080 feet to 1725 feet from DER, from 600 feet to 740 feet left of centerline, from 44 feet AGL/134 feet MSL to 53 feet AGL/143 feet MSL.
NOTE: Rwy 35R, Tree 2225 feet from DER, 730 feet right of centerline, 94 feet AGL/184 feet MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

ORLANDO EIGHT DEPARTURE

DEPARTURE ROUTE DESCRIPTION

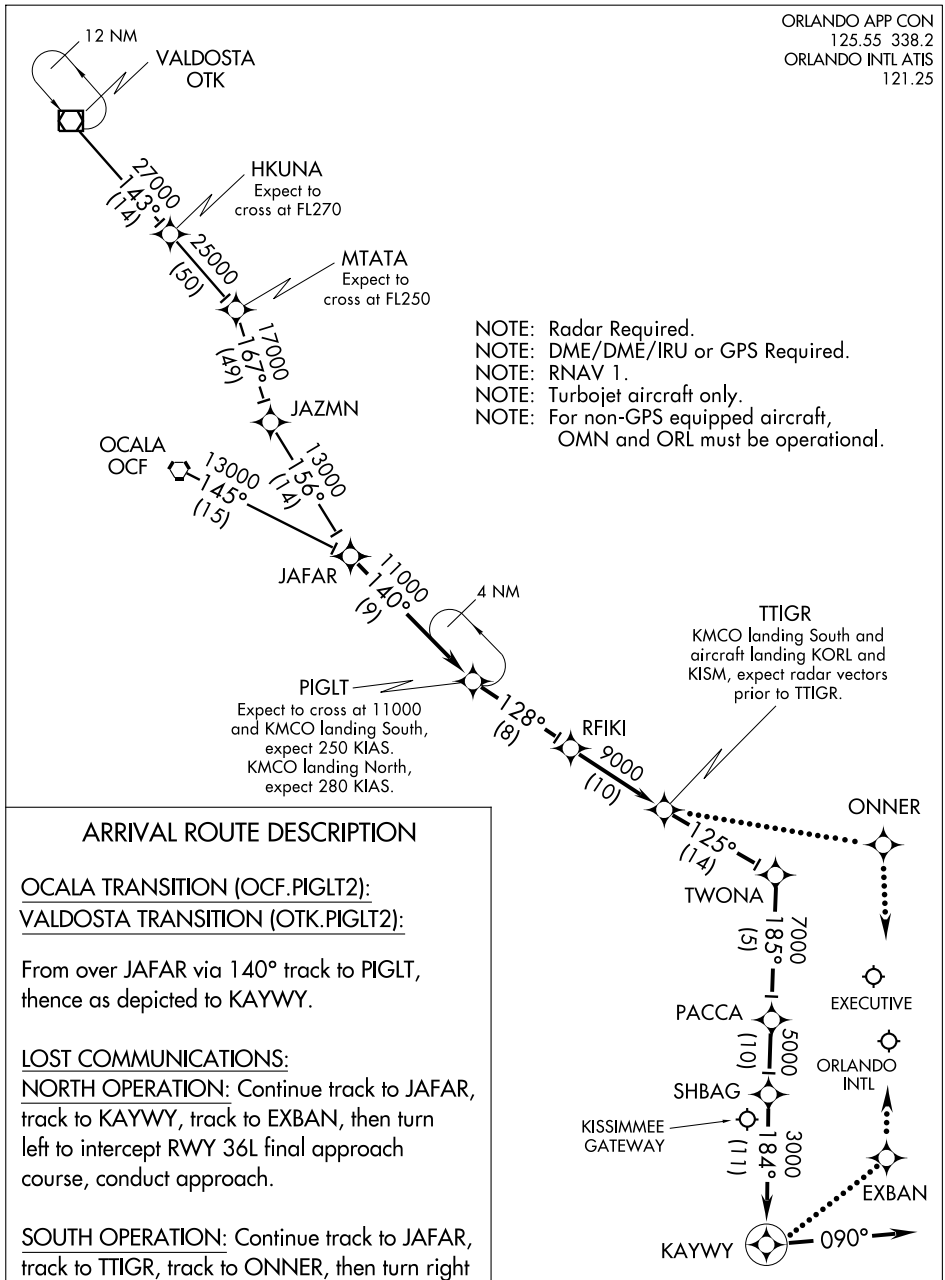
TAKE OFF RUNWAYS 17L, 17R, 18L, 18R: Climb on heading as assigned for vectors to filed/assigned route. Thence....
TAKE OFF RUNWAYS 35L, 35R, 36L, 36R: Climb on heading as assigned for vectors to filed/assigned route. Cross 2 DME south of the ORL VORTAC at or above 2300 feet, cross ORL R-115 at or above 2600 feet, cross ORL VORTAC R-090 or R-270 at or above 3000 feet. Thence....
All aircraft maintain 5000 feet, Expect further clearance to filed altitude ten (10) minutes after departure.

SE-3, 03 JUN 2010 to 01 JUL 2010

PIGLT TWO ARRIVAL (RNAV)

ST-571 (FAA)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

OCALA TRANSITION (OCF.PIGLT2):
VALDOSTA TRANSITION (OTK.PIGLT2):

From over JAFAR via 140° track to PIGLT, thence as depicted to KAYWY.

LOST COMMUNICATIONS:
NORTH OPERATION: Continue track to JAFAR, track to KAYWY, track to EXBAN, then turn left to intercept RWY 36L final approach course, conduct approach.

SOUTH OPERATION: Continue track to JAFAR, track to TTIGR, track to ONNER, then turn right to intercept RWY 18R final approach course, conduct approach.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	9000
CH 69214	184°	TDZE	90
W17B		Apt Elev	96

RNAV (GPS) Y RWY 17L

ORLANDO INTL (MCO)

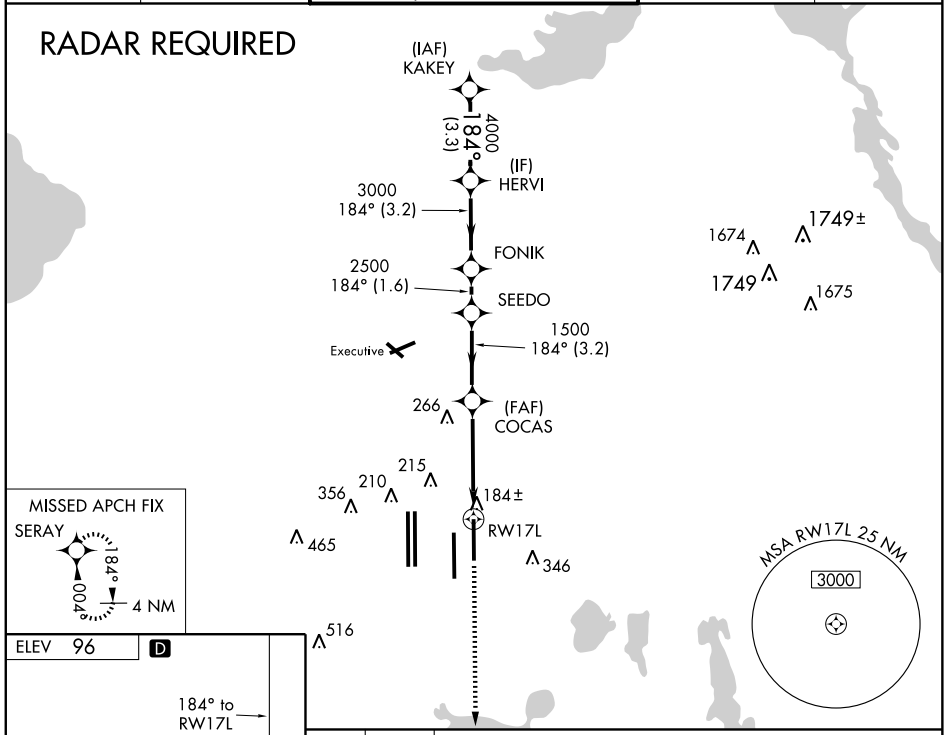
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

ALSF-2

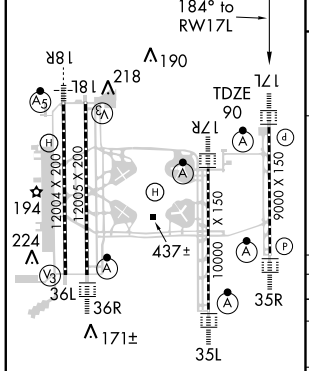
MISSED APPROACH: Climb to 3000 direct SERAY and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

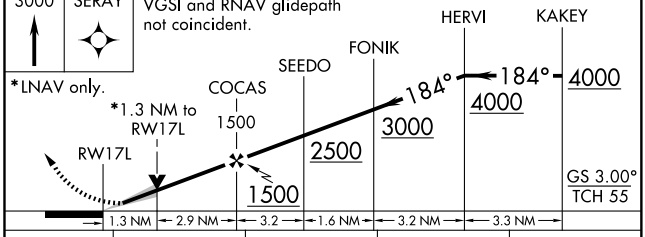


ELEV 96 D



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R

3000 SERAY VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
LPV DA	290/24 200 (200-½)			
LNAV/VNAV DA	470/40 380 (400-¾)			
LNAV MDA	580/24 490 (500-½)		580/40 490 (500-¾)	580/50 490 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

ORLANDO, FLORIDA

AL-571 (FAA)

WAAS	APP CRS	Rwy Idg	10000
CH 72913	184°	TDZE	90
W17A		Apt Elev	96

RNAV (GPS) Y RWY 17R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FOBUK and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) SACRO

184° (6.3) 4000

(IF) DALTY

3000 184° (3.2)

ELLAN

2500 184° (1.6)

GLOSI

Executive

1600 184° (2.8)

(FAF) MINCO

266

215 210 356 172± RW17R 465 346 516

1674 1749± 1749 1675

MSA RW17R 25 NM 3000

MISSED APCH FIX

FOBUK 184° 4000 4 NM

ELEV 96 D

184° to RW17R

18R 18L 190 218 TDZE 90 160± 17L 17R 194 224 437± 36L 36R 35L 35R 171±

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R

3000 FOBUK

*LNAV only.

*1.6 NM to RW17R

RW17R MINCO 1600 GLOSI 2500 ELLAN 3000 DALTY 184° 4000 SACRO 184° 4000

GS 3.00° TCH 53

1.6 NM 2.9 NM 2.8 1.6 NM 3.2 NM 6.3 NM

CATEGORY	A	B	C	D
LPV DA	290/24 200 (200-½)			
LNAV/VNAV DA	526/50 436 (500-1)			
LNAV MDA	660/24 570 (600-½)		660/50 570 (600-1)	660/60 570 (600-1¼)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg 12005
CH 66012	184°	TDZE 96
W18A		Apt Elev 96

RNAV (GPS) Y RWY 18L

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct FLOZY and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) ZANTI

184° (4.7) 4000

(IF) HABRA

3000 184° (3.5)

GIPNE

2200 184° (2.5)

(FAF) COBOP

Executive

252

215 210 356 465 516 346 1674 1749± 1749 1675

RW18L

MISSED APCH FIX

FLOZY

184° 4 NM 4000

MSA RW18L 25 NM

3000

ELEV 96 D

184° to RW18L

18R 181 218 190 17L 17R TDZE 96

12004 X 200 12005 X 200 X 150 9000 X 150 10000 X 150

194 224 437± 36L 36R 35L 35R 171±

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

2000 FLOZY

*LNAV only.

*1.1 NM to RW18L

COBOP 2200

GIPNE 3000

HABRA 184° 4000

ZANTI 184° 4000

GS 3.00° TCH 55

RW18L 2200

VGSI and RNAV glidepath not coincident.

1.1 5.2 NM 2.5 NM 3.5 NM 4.7 NM

CATEGORY	A	B	C	D
LPV DA	375/50 279 (300-1)			
LNAV/VNAV DA	505-1½ 409 (500-1½)			
LNAV MDA	560/50 464 (500-1)		560/60 464 (500-1¼)	560-1½ 464 (500-1½)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	12004
CH 63212	184°	TDZE	94
W18B		Apt Elev	96

RNAV (GPS) Y RWY 18R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct EXBAN and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IF/IAF) NAVAL

184° (3.2) 4000

ONNER

3000 184° (3.2)

HAMMY

2200 184° (2.5)

(FAF) TUFFE

Executive

230 ± 210 215 356 465 RW18R 346 516

1674 1749± 1749 1675

MISSED APCH FIX EXBAN 184° 4 NM 004°

MSA RW18R 25 NM 3000

SE-3. 03 JUN 2010 to 01 JUL 2010

ELEV 96 D

TDZE 94

184° to RW18R

18R 190 218 18L 17L 17R

12004 X 200 12005 X 200 9000 X 150 10000 X 150

194 224 437± 36L 36R 171± 35L 35R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

2000 EXBAN

*LNAV only.

*1.3 NM to RW18R

TUFFE 2200 HAMMY 3000 ONNER 4000 NAVAL 4000

184° 184°

GS 3.00° TCH 55

1.3 NM 5 NM 2.5 NM 3.2 NM 3.2 NM

CATEGORY	A	B	C	D
LPV DA	294/24 200 (200-½)			
LNAV/VNAV DA	505/50 411 (500-1)			
LNAV MDA	560/24 466 (500-½)		560/40 466 (500-¾)	560/50 466 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

ORLANDO, FLORIDA

AL-571 (FAA)

RNAV (GPS) Y RWY 35L

ORLANDO INTL (MCO)

WAAS	APP CRS	Rwy Idg	10000
CH 45813	004°	TDZE	88
W35A		Apt Elev	96

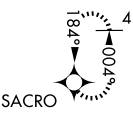
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

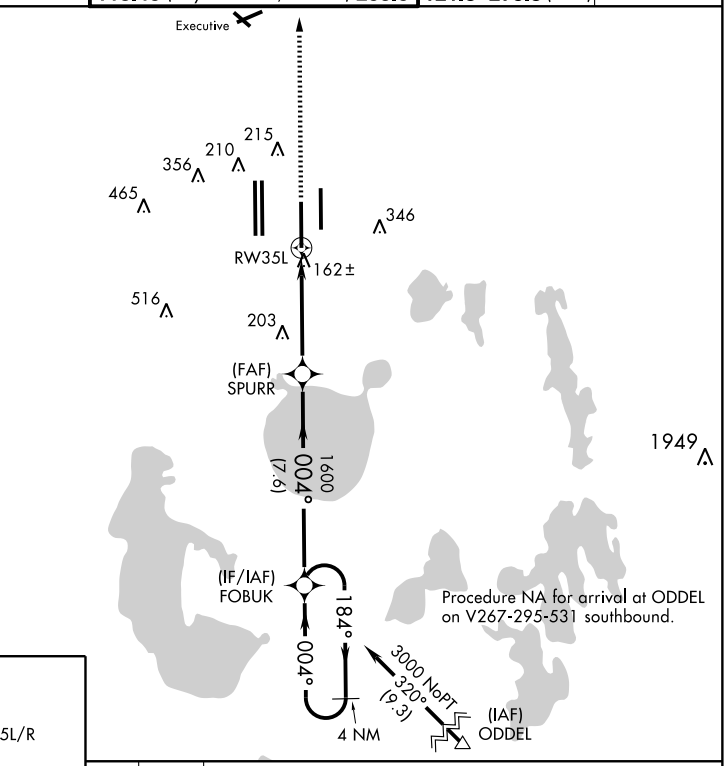
ALSF-2

MISSED APPROACH: Climb to 4000 direct SACRO and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

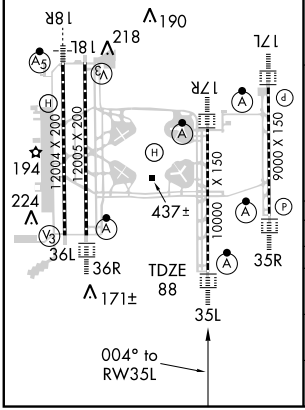
MISSED APCH FIX

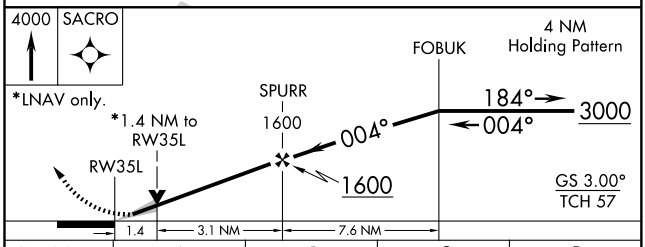




ELEV 96 D

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R





CATEGORY	A	B	C	D
LPV DA	288/24 200 (200-½)			
LNAV/VNAV DA	461/40 373 (400-¾)			
LNAV MDA	580/24 492 (500-½)		580/40 492 (500-¾)	580/50 492 (500-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	9000
CH 86314	004°	TDZE	90
W35A		Apt Elev	96

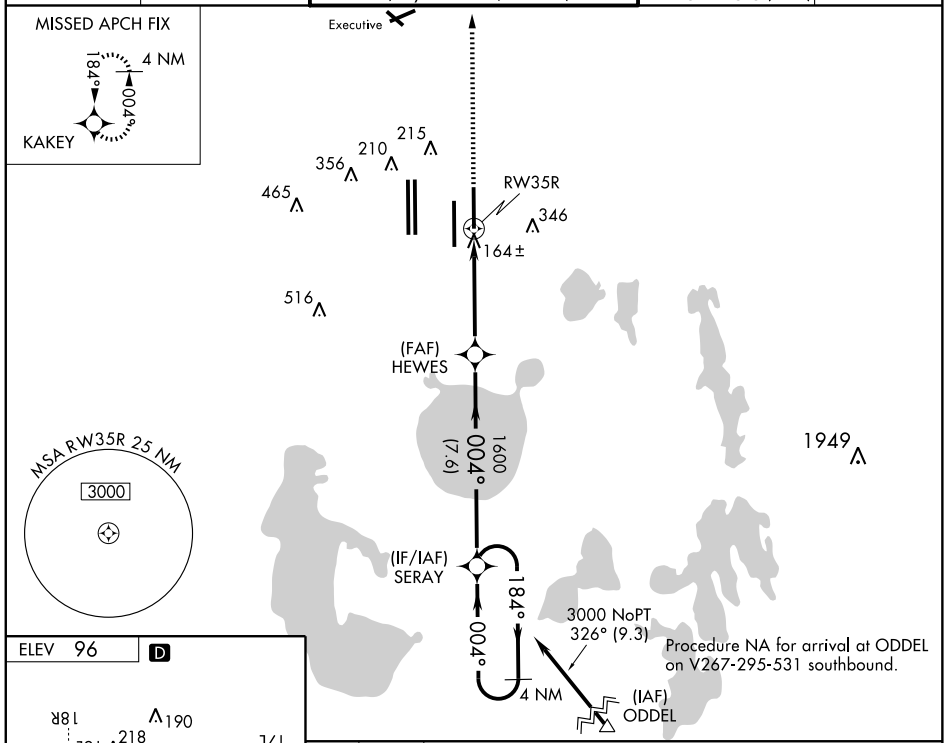
RNAV (GPS) Y RWY 35R
ORLANDO INTL (MCO)

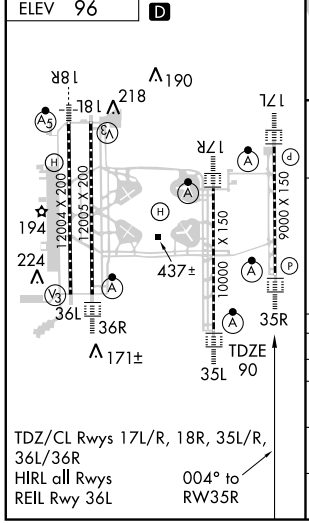
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights. For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000.

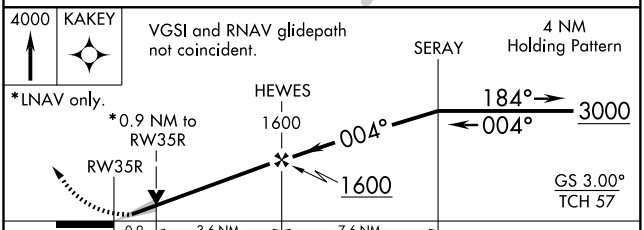
ALSF-2

MISSED APPROACH: Climb to 4000 direct KAKEY and hold, continue climb-in-hold to 4000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	







CATEGORY	A	B	C	D
LPV DA	290/24 200 (200-½)			
LNAV/VNAV DA	537/50 447 (500-1)			
LNAV MDA	460/24 370 (400-½)			460/50 370 (400-1)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	11621
CH 82313	004°	TDZE	93
W36B		Apt Elev	96

RNAV (GPS) Y RWY 36L

ORLANDO INTL (MCO)

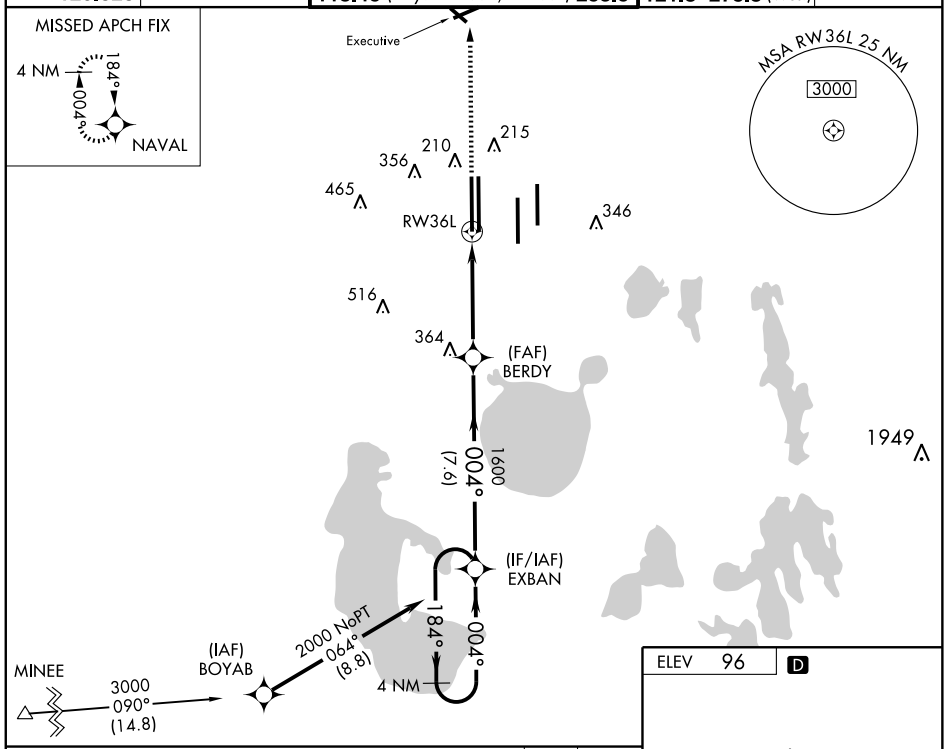
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

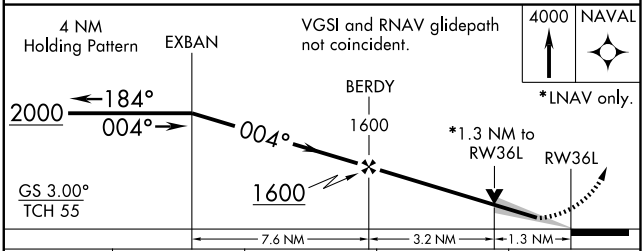
MISSED APPROACH: Climb to 4000 direct NAVAL and hold, continue climb-in-hold to 4000.

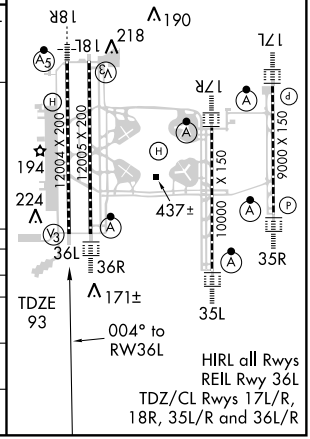
ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

MISSED APCH FIX

4 NM 184° 004° NAVAL







CATEGORY	A	B	C	D
LPV DA	343/40 250 (300-¾)			
LNAV/VNAV DA	514-1½ 421 (500-1½)			
LNAV MDA	640/50 547 (600-1)		640-1½ 547 (600-1½)	640-1¾ 547 (600-1¾)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	11601
CH 40212	004°	TDZE	92
W36A		Apt Elev	96

RNAV (GPS) Y RWY 36R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct ZANTI and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

MISSED APCH FIX

4 NM 184° 004° ZANTI

MSA RW36R 25 NM 3000

Executive 215 210 356 465 346 RW36R 516 364 (FAF) JAKOR 1600 004° (7.6) 1949 (IF/IAF) FLOZY 184° 004° 4 NM 2000 NoPT 065° (9) (IAF) BOYAB MINEE 3000 090° (14.8)

4 NM Holding Pattern FLOZY JAKOR 1600 2000 184° 004° 004° *1.6 NM to RW36R RW36R GS 3.00° TCH 56 1600

4000 ZANTI *LNAV only.

7.6 NM 2.9 NM 1.6 NM

ELEV 96 D

190 218 18R 18L 17L 17R 194 224 437± 12004 X 200 12005 X 200 X 150 10000 9000 X 150 TDZE 92 36L 36R 35R 35L 171± 004° to RW36R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

CATEGORY	A	B	C	D
LPV DA	292/24 200 (200-½)			
LNAV/VNAV DA	515/50 423 (500-1)			
LNAV MDA	640/24 548 (600-½)		640/50 548 (600-1)	640/60 548 (600-1¼)
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	9000
184°	TDZE	90
	Apt Elev	96

RNAV (RNP) Z RWY 17L

ORLANDO INTL (MCO)

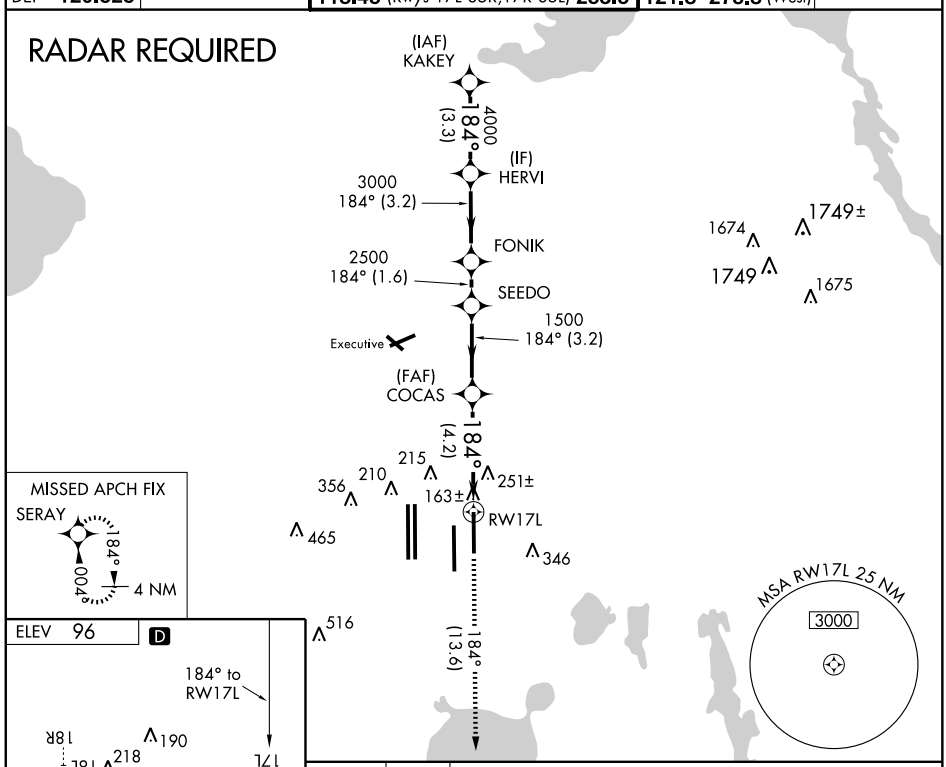
For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required. For inoperative ALSF, increase RNP 0.15 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to 1¾ miles. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Visibility reduction by helicopters NA.

ALSF-2

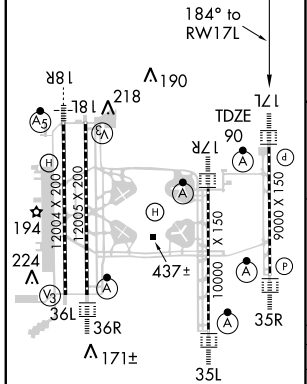
MISSED APPROACH: Climb to 3000 via track 184° to SERAY and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED



ELEV 96 D

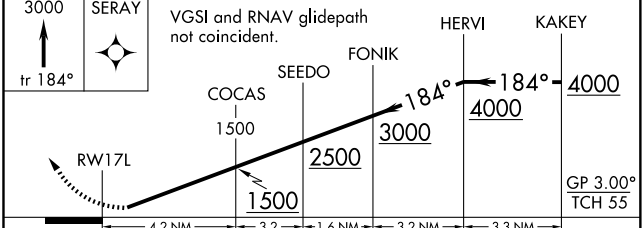


HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R

3000 tr 184°

SERAY

VGSI and RNAV glidepath not coincident.



CATEGORY	A	B	C	D
RNP 0.15 DA	399/40		309 (400-¾)	
RNP 0.30 DA	614/60		524 (600-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZED REQUIRED

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	10000
184°	TDZE	90
	Apt Elev	96

RNAV (RNP) Z RWY 17R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required. For inoperative ALSF, increase RNP 0.10 visibility all Cats to RVR 5000, increase RNP 0.15 visibility all Cats to RVR 6000, and increase RNP 0.30 visibility all Cats to 2 miles. Bright lights on highway midway between Rwy 17L and Rwy 17R may be mistaken for runway lights. Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climb to 3000 via track 184° to FOBUK and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) SACRO

184° (6.3) 4000

(IF) DALTY

3000 184° (3.2)

ELLAN

2500 184° (1.6)

GLOSI

Executive

1600 184° (2.8)

(FAF) MINCO

184° (4.5)

RW17R

184° (13.7)

MISSED APCH FIX

FOBUK 184° 4000 4 NM

MSA RW17R 25 NM 3000

ELEV 96 D

184° to RW17R

TDZE 90

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R

3000 FOBUK tr 184°

MINCO 1600 GLOSI 2500 ELLAN 3000 DALTY 184° 4000 SACRO 184° 4000

GP 3.00° TCH 53

4.5 NM 2.8 1.6 NM 3.2 NM 6.3 NM

CATEGORY	A	B	C	D
RNP 0.10 DA	380/40 290 (300-¾)			
RNP 0.15 DA	468/40 378 (400-¾)			
RNP 0.30 DA	654-1½ 564 (600-1½)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	12005
184°	TDZE	96
	Apt Elev	96

RNAV (RNP) Z RWY 18L
ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 49°C (120°F). Visibility reduction by helicopters NA. GPS Required.

MISSED APPROACH: Climb to 2000 via 184° track to FLOZY and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) ZANTI
184° (4.7) 4000
(IF) HABRA
3000 184° (3.5)
GIPNE
2200 184° (2.5)
(FAF) COBOP
Executive
184° (6.3)
RW18L
184° (14)

1674 1749± 1749 1675 346 465 516 356 210 215 192±

MISSED APCH FIX
FLOZY
184° 004°
4 NM

MSA RW18L 25 NM
3000

ELEV 96 D

184° to RW18L
125± 177± 190 218
18R 18L 17R 17L
TDZE 96
12005 X 200 12005 X 200 9000 X 150 10000 X 150
194 224 437±
36L 36R 35R 35L
171±

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

2000 tr 184° FLOZY

VGSI and RNAV glidepath not coincident.

HABRA ZANTI GIPNE COBOP 2200 184° 3000 184° 4000 4000 RW18L 2200

GP 3.00° TCH 55

6.3 NM 2.5 NM 3.5 NM 4.7 NM

CATEGORY	A	B	C	D
RNP 0.10 DA		399/50	303 (400-1)	
RNP 0.15 DA		449/60	353 (400-1¼)	
RNP 0.30 DA		510-1½	414 (500-1½)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	12004
184°	TDZE	94
	Apt Elev	96

RNAV (RNP) Z RWY 18R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 49°C (120°F). For inoperative MALSR, increase RNP 0.15 visibility all Cats to RVR 6000 and RNP 0.30 visibility all Cats to 1½ mile. GPS Required.

MALSR

MISSED APPROACH: Climb to 2000 via track 184° to EXBAN and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

RADAR REQUIRED

(IAF) NAVAL

184° (3.2) 4000

(IF) ONNER

3000 184° (3.2)

HAMMY

2200 184° (2.5)

(FAF) TUFFE

Executive

184° (6.3)

1674 1749± 1749 1675

356 210 215 184± 465 RW18R 346

516 184° (14.1)

MISSED APCH FIX EXBAN 184° 4 NM 4000

MSA RW18R 25 NM 3000

ELEV 96 D

184° to RW18R

TDZE 94

18R 190 18L 218 17L 17R 194 224 437± 36L 36R 171± 35L 35R

12004 X 200 12005 X 200 10000 X 150 9000 X 150

2000 EXBAN tr 184°

TUFFE 2200 HAMMY 3000 ONNER 4000 NAVAL 4000

184° 184° RW18R 2200

GP 3.00° TCH 55

6.3 NM 2.5 NM 3.2 NM 3.2 NM

CATEGORY	A	B	C	D
RNP 0.15 DA		453/40	359 (400-¾)	
RNP 0.30 DA		511/50	417 (500-1)	

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	10000
004°	TDZE	88
	Apt Elev	96

RNAV (RNP) Z RWY 35L

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required. For inoperative ALSF, increase RNP 0.30 visibility all Cats to RVR 6000. Bright lights on highway midway between Rwy 35L and Rwy 35R may be mistaken for runway lights.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 004° to SACRO and hold.

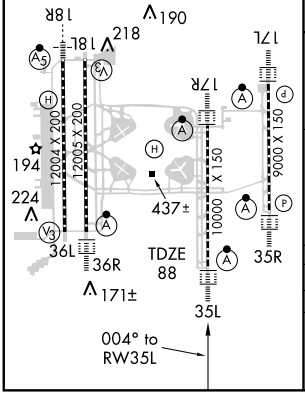
ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

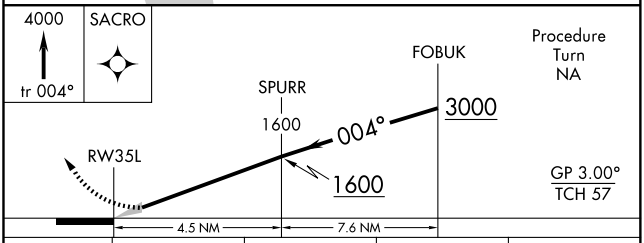
MISSED APCH FIX



ELEV 96 D

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R,18R, 35L/R and 36L/R





CATEGORY	A	B	C	D
RNP 0.30 DA	446/40	358 (400-¾)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	9000
004°	TDZE	90
	Apt Elev	96

RNAV (RNP) Z RWY 35R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). GPS Required. For inoperative ALSF, increase RNP 0.15 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to RVR 6000. Bright lights on highway midway between Rwy 35R and Rwy 35L may be mistaken for runway lights. Visibility reduction by helicopters NA.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 004° to KAKEY and hold, continue climb-in-hold to 4000.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

MISSED APCH FIX

184° 004° 4 NM

KAKEY

Executive

004° (16.8)

215 210 356 465 516

RW35R

346

164±

004° (4.5)

(FAF) HEWES

004° 1600 (7.6)

(IF) SERAY

1949

MSA RW35R 25 NM

3000

Procedure NA for arrival at ODDEL on V267-295-531 southbound.

3000 326° (9.3)

(IAF) ODDEL

ELEV 96 D

18R 18L 17L 17R 190 218

12004 X 200 12005 X 200 9000 X 150 10000 X 150

194 224 437± 36L 36R 171± 35L TDZE 90 35R 149±

TDZ/CL Rwys 17L/R, 18R, 35L/R 36L and 36R

HIRL all Rwys

REIL Rwy 36L

004° to RW35R

4000 tr 004°

KAKEY

VGSI and RNAV glidepath not coincident.

SERAY 3000

HEWES 1600

004°

RW35R 1600

GP 3.00° TCH 57

Procedure Turn NA

4.5 NM 7.6 NM

CATEGORY	A	B	C	D
RNP 0.15 DA	390/40 300 (300-¾)			
RNP 0.30 DA	443/40 353 (400-¾)			

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	11621
004°	TDZE	93
	Apt Elev	96

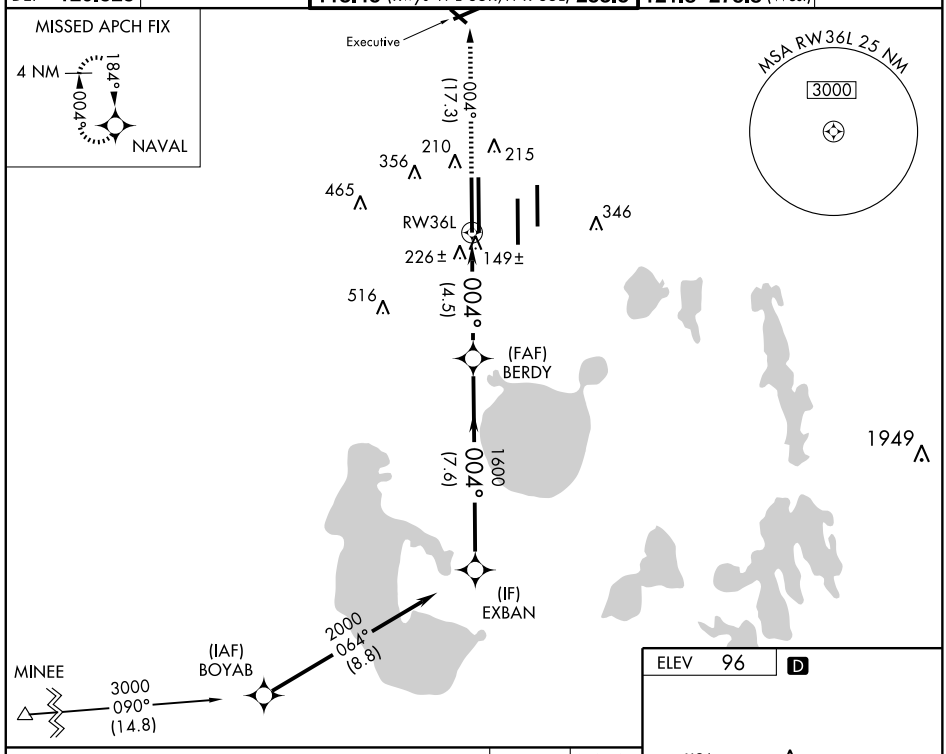
RNAV (RNP) Z RWY 36L

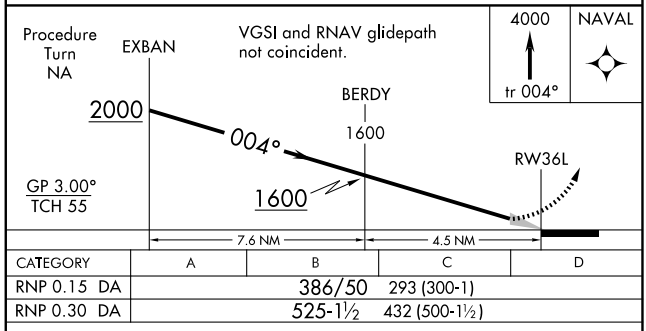
ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F).
GPS Required.

MISSED APPROACH: Climb to 4000 via track 004° to NAVAL and hold, continue climb-in-hold to 4000.

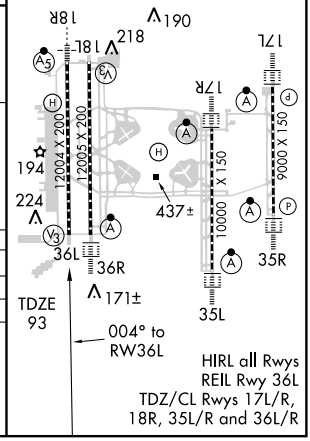
ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	





CATEGORY	A	B	C	D
RNP 0.15 DA		386/50	293 (300-1)	
RNP 0.30 DA		525-1½	432 (500-1½)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



APP CRS	Rwy Idg	11601
004°	TDZE	92
	Apt Elev	96

RNAV (RNP) Z RWY 36R

ORLANDO INTL (MCO)

For uncompensated Baro-VNAV systems, procedure NA below 1°C (34°F) or above 48°C (118°F). For inoperative ALSF, increase RNP 0.15 visibility all Cats to RVR 5000 and RNP 0.30 visibility all Cats to 1½ mile. GPS Required.

ALSF-2

MISSED APPROACH: Climb to 4000 via track 004° to ZANTI and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	

MISSED APCH FIX

4 NM 184° 004° ZANTI

Executive

004° (11.1)

356 210 215 465 346

RW36R 158±

516 004° (4.5)

(FAF) JAKOR

004° (7.6) 1600

1949

(IF) FLOZY

(IAF) BOYAB

2000 065° (9)

MINEE 3000 090° (14.8)

MSA RW36R 25 NM 3000

Procedure Turn NA

FLOZY 2000 004° JAKOR 1600 RW36R 1600

GP 3.00° TCH 56

7.6 NM 4.5 NM

4000 tr 004° ZANTI

CATEGORY	A	B	C	D
RNP 0.15 DA		386/24	294 (300-½)	
RNP 0.30 DA		496/50	404 (400-1)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 96 D

18R 190 218 18L 17L 17R 194 224 12004 X 200 12005 X 200 10000 X 150 9000 X 150 437± 36L 36R 171± 35L 35R TDZE 92

004° to RW36R

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

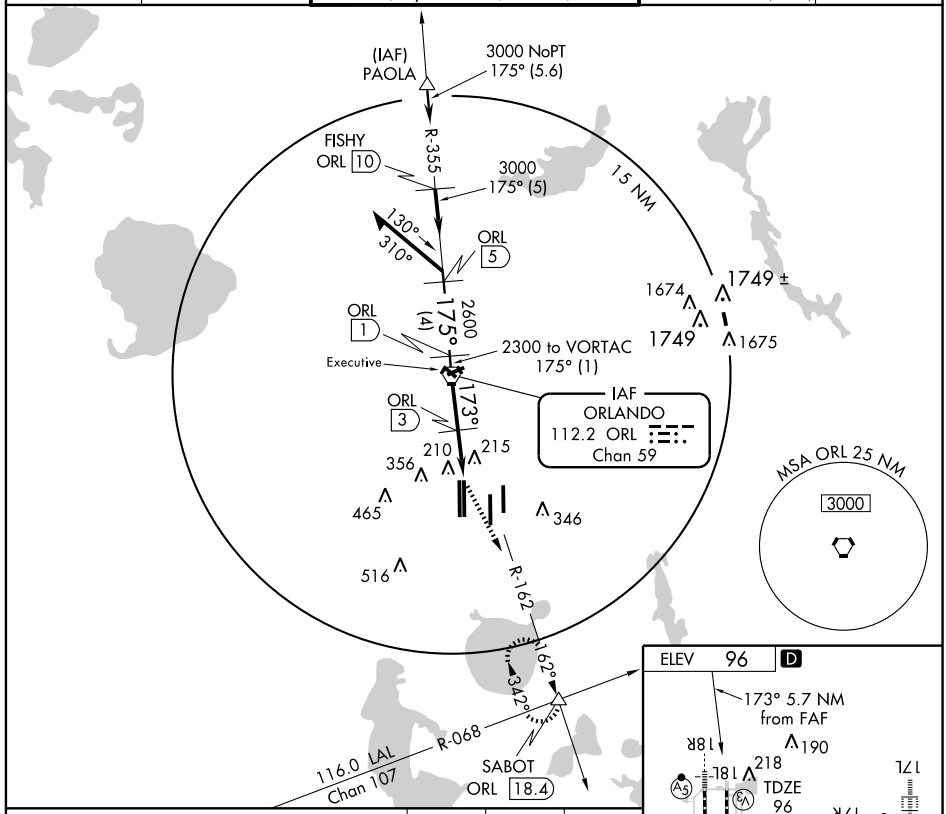
VORTAC ORL	APP CRS	Rwy Idg 12005
112.2	173°	TDZE 96
Chan 59		Apt Elev 96

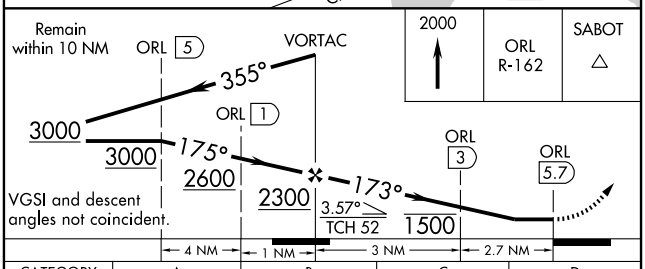
VOR/DME RWY 18L
ORLANDO INTL (MCO)

ASR

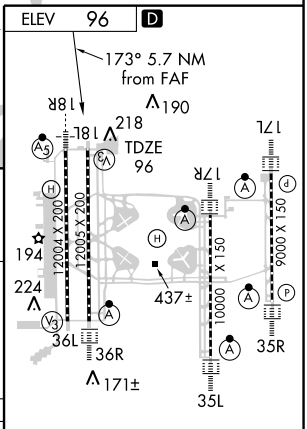
MISSED APPROACH: Climb to 2000 via ORL R-162 to SABOT INT and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	





CATEGORY	A	B	C	D
S-18L	540/50	444 (500-1)	540/60 444 (500-1¼)	540-1½ 444 (500-1½)
CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)



HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

VORTAC ORL	APP CRS	Rwy Idg	12004
112.2	176°	TDZE	94
Chan 59		Apt Elev	96

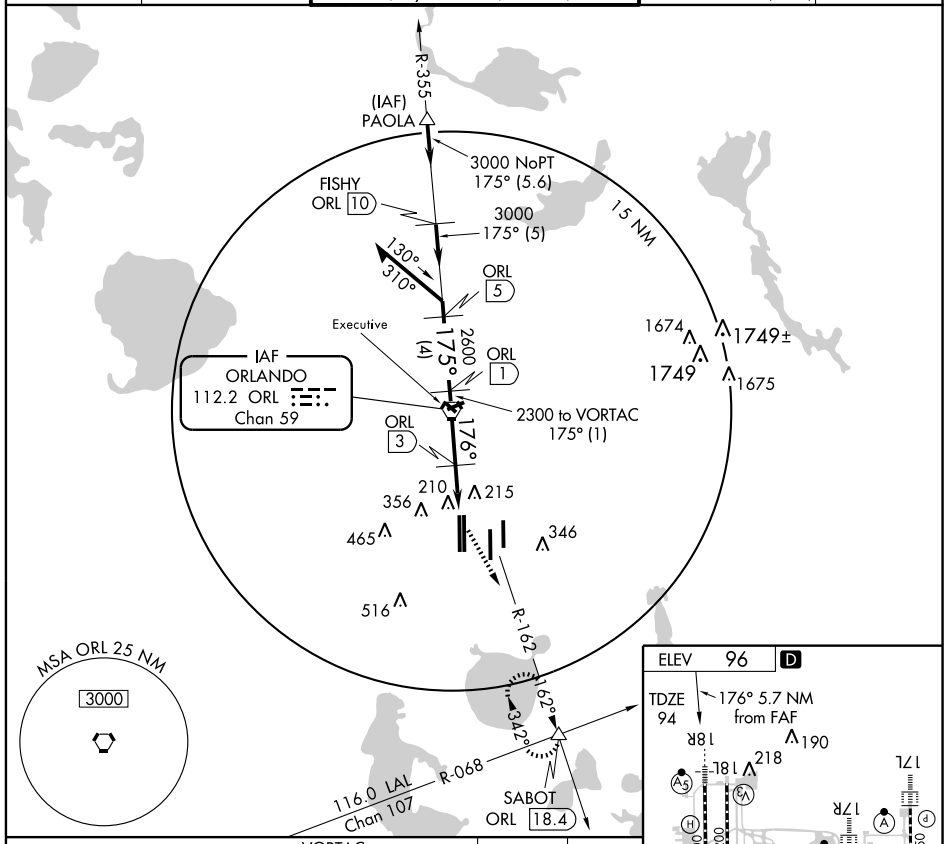
VOR/DME RWY 18R
ORLANDO INTL (MCO)

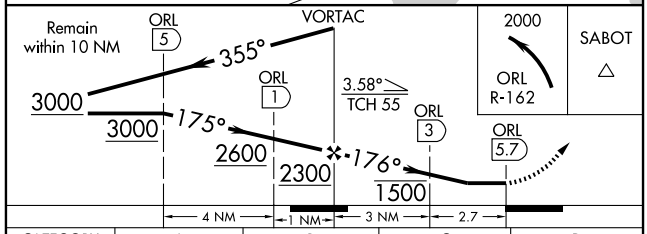
ASR

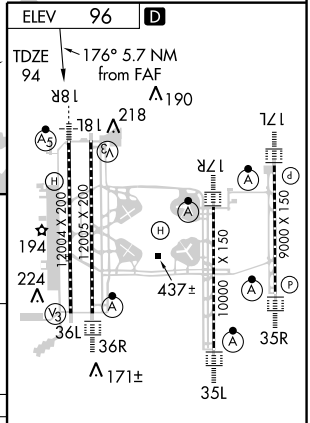
MALSR

MISSED APPROACH: Climb to 2000 via ORL R-162 to SABOT INT and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	







CATEGORY	A	B	C	D
S-18R	540/24	446 (500-½)	540/40 446 (500-¾)	540/50 446 (500-1)
CIRCLING	740-1	644 (700-1)	740-1¾ 644 (700-1¾)	740-2 644 (700-2)

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

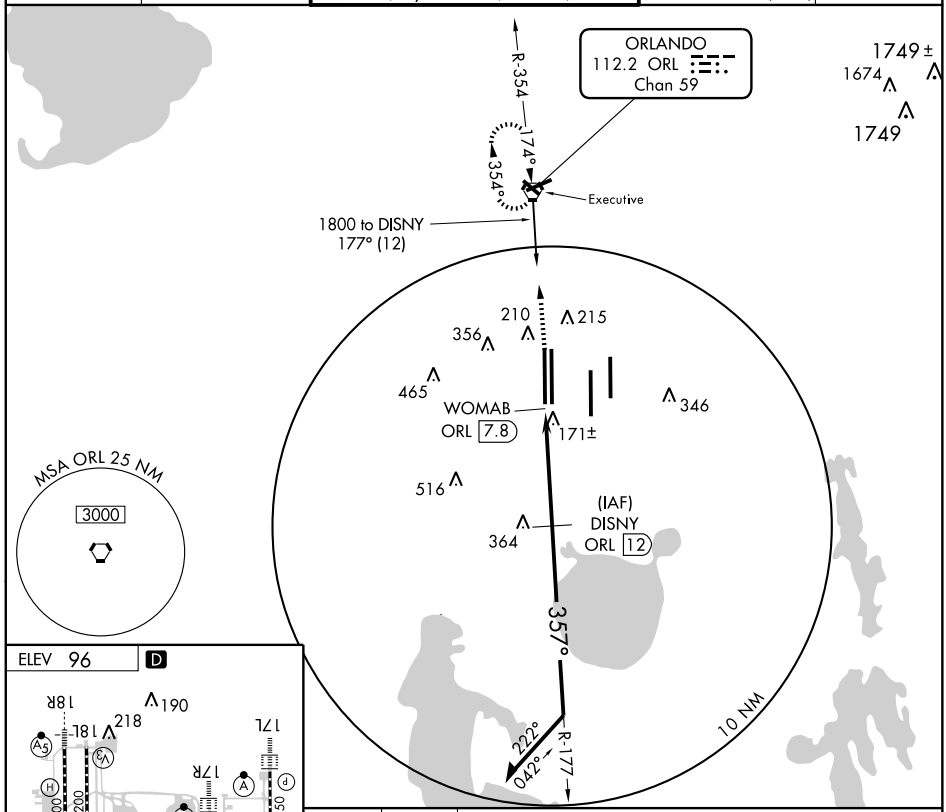
SE-3, 03 JUN 2010 to 01 JUL 2010

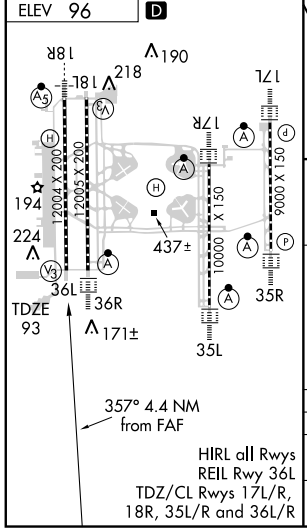
VORTAC ORL	APP CRS	Rwy Idg	12004
112.2	357°	TDZE	93
Chan 59		Apt Elev	96

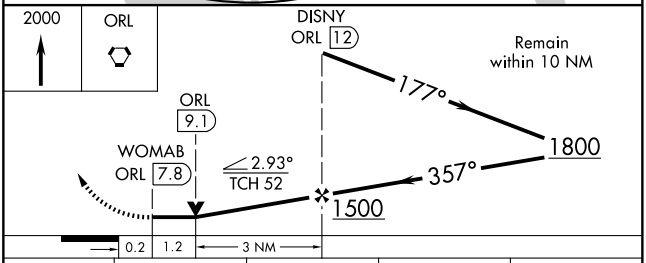
VOR/DME RWY 36L
ORLANDO INTL (MCO)

MISSED APPROACH: Climb to 2000 direct ORL VORTAC and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	







CATEGORY	A	B	C	D
S-36L	600/50 507 (600-1)		600-1½ 507 (600-1½)	
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

SE-3, 03 JUN 2010 to 01 JUL 2010

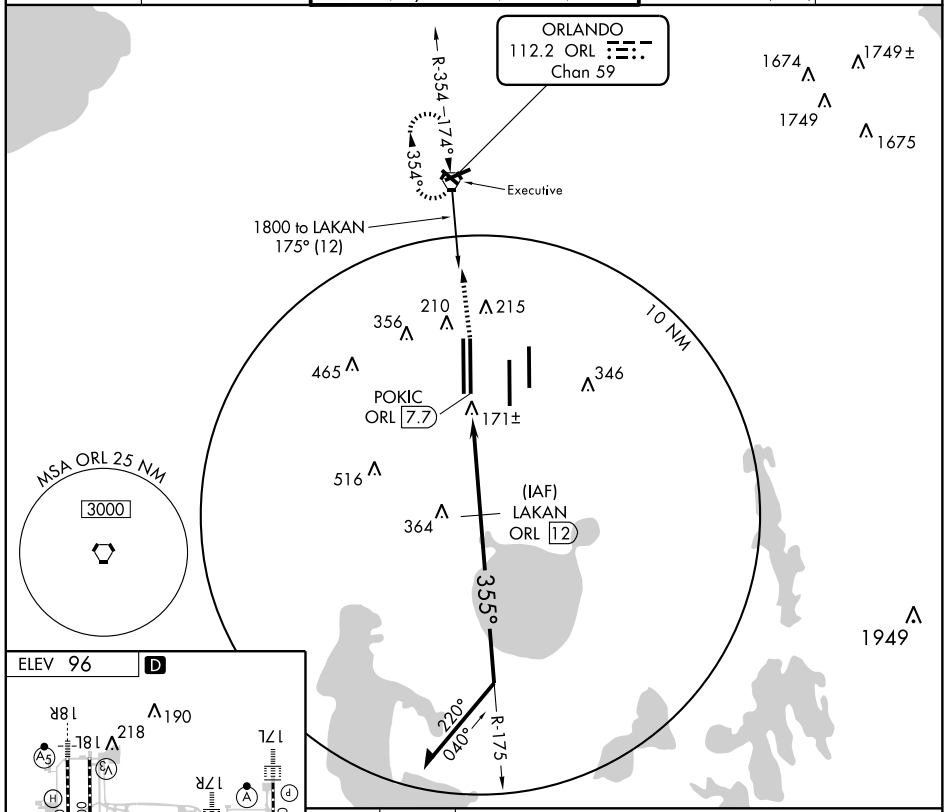
VORTAC ORL	APP CRS	Rwy Idg 12005
112.2	355°	TDZE 92
Chan 59		Apt Elev 96

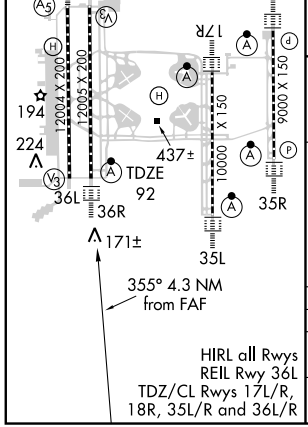
VOR/DME RWY 36R
ORLANDO INTL (MCO)

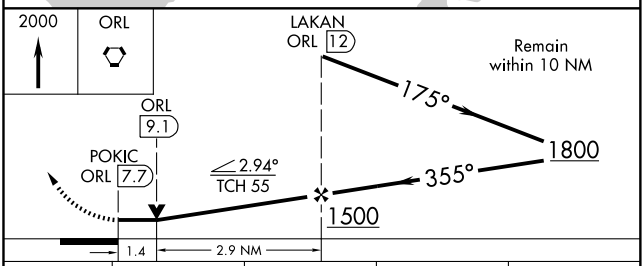
ALSF-2

MISSED APPROACH: Climb to 2000 direct ORL VORTAC and hold.

ATIS	ORLANDO APP CON	ORLANDO TOWER	GND CON	CLNC DEL
ARR 121.25	124.8 307.0	124.3 (Rwys 18L-36R,18R-36L) 253.5	126.4 275.8 (East)	134.7 341.7
DEP 120.525		118.45 (Rwys 17L-35R,17R-35L) 253.5	121.8 275.8 (West)	







HIRL all Rwys
REIL Rwy 36L
TDZ/CL Rwys 17L/R, 18R, 35L/R and 36L/R

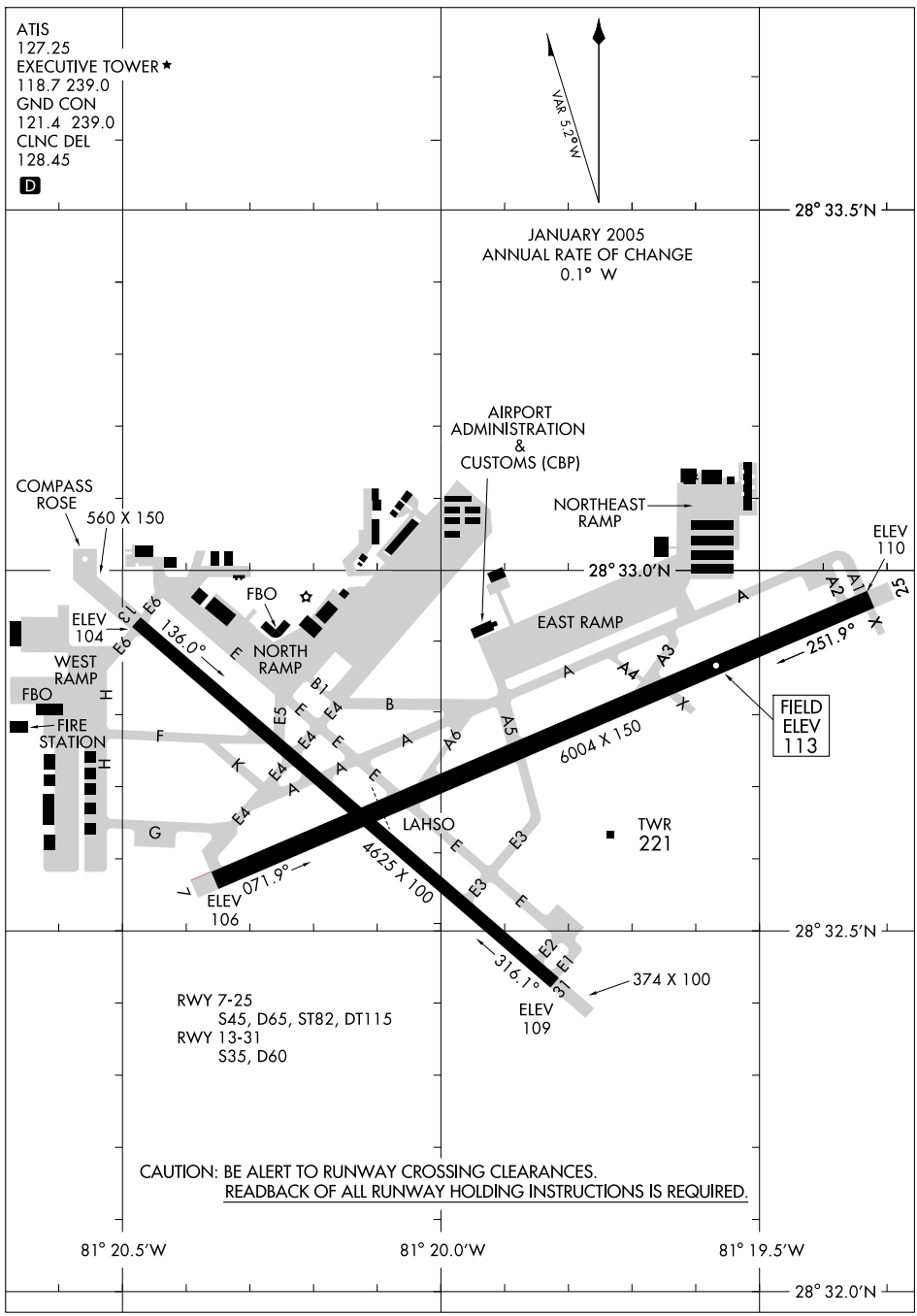
CATEGORY	A	B	C	D
S-36R	600/24 508 (600-½)		600/50 508 (600-1)	
CIRCLING	740-1 644 (700-1)		740-1¾ 644 (700-1¾)	740-2 644 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

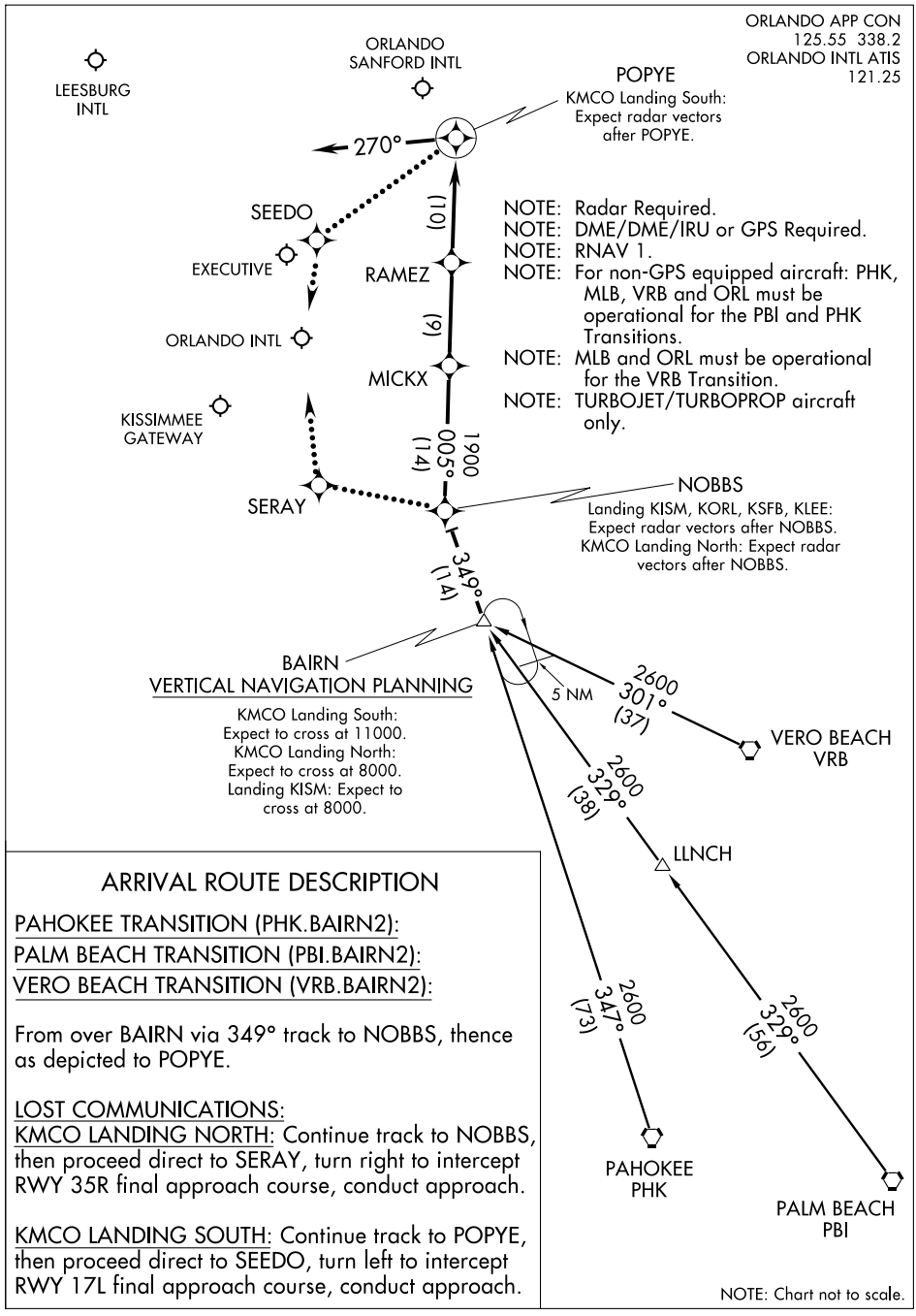
AL-305 (FAA)

ORLANDO/ EXECUTIVE (ORL)
ORLANDO, FLORIDA



BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

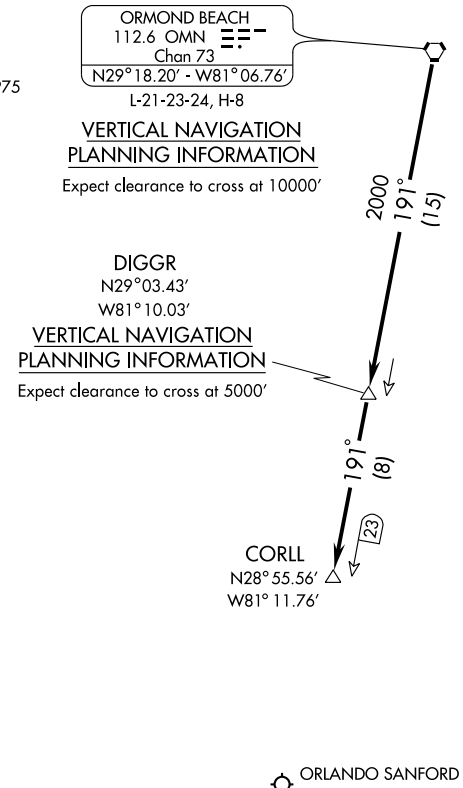
NOTE: Chart not to scale.

CORLL ONE ARRIVAL (OMN.CORLL1)

ST-917 (FAA)

ORLANDO, FLORIDA

JACKSONVILLE CENTER 126.35
DAYTONA BEACH APP CON 118.85
ORLANDO APP CON 121.1
EXECUTIVE ATIS 127.25
ORLANDO SANFORD INTL ATIS 125.975



NOTE: RADAR and DME Required.

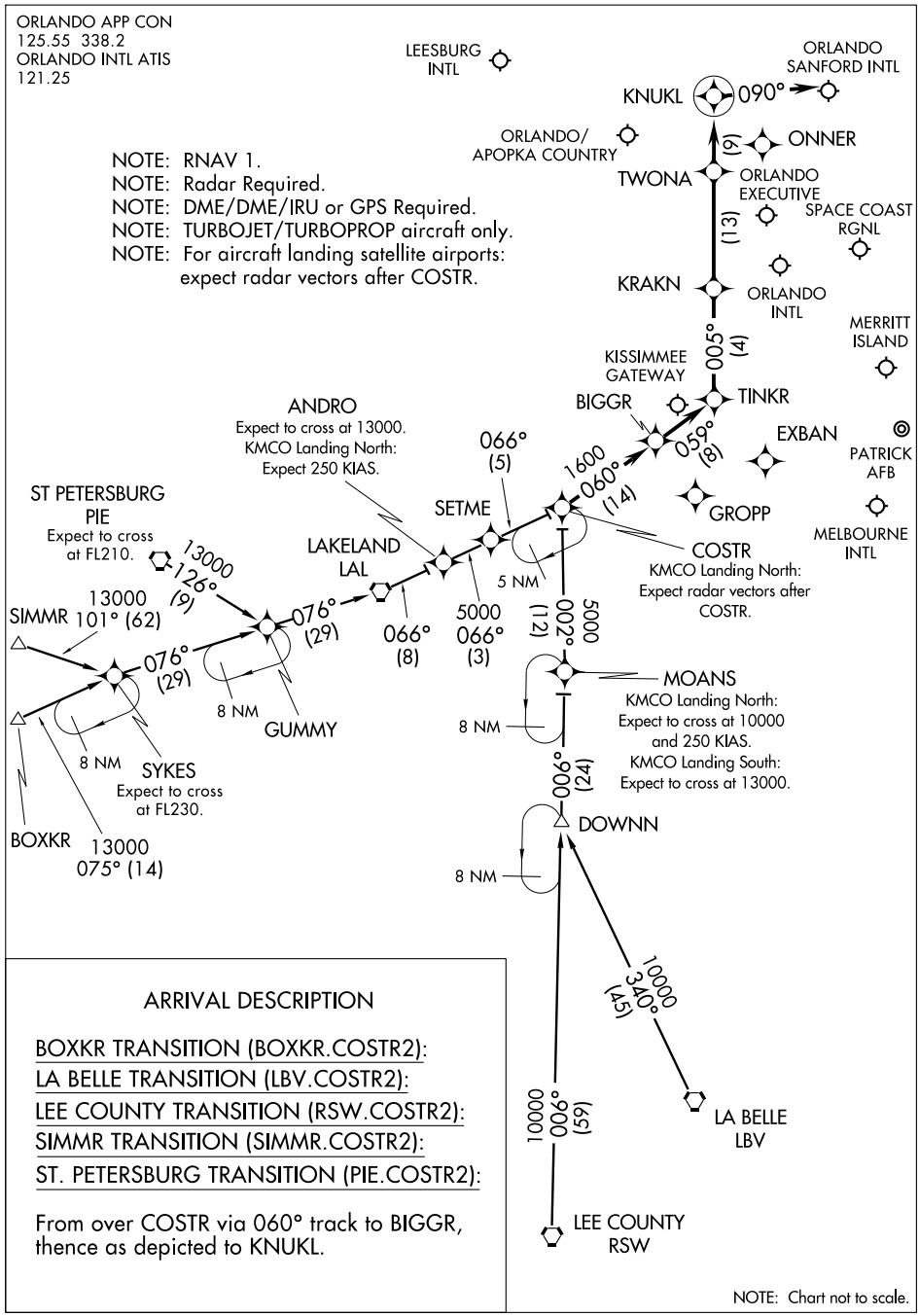
NOTE: Expect radar vectors to destination airport or final approach course at CORLL INT.

NOTE: Chart not to scale.

From over OMN VORTAC via OMN R-191 to CORLL INT. MEA 2000. Expect radar vectors to final approach course.

SE-3, 03 JUN 2010 to 01 JUL 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

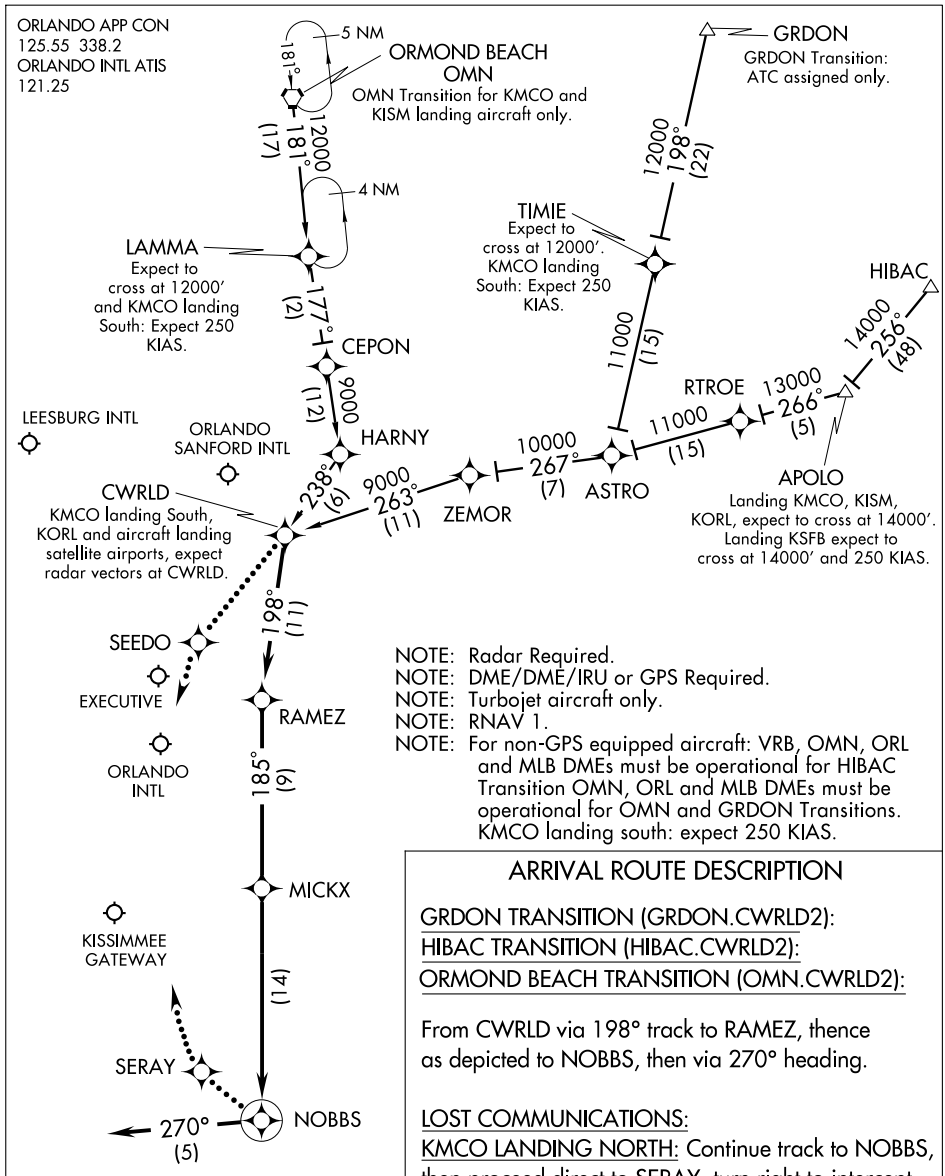
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

(CWRLD.CWRLD2) 09127 ST-571 (FAA)

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

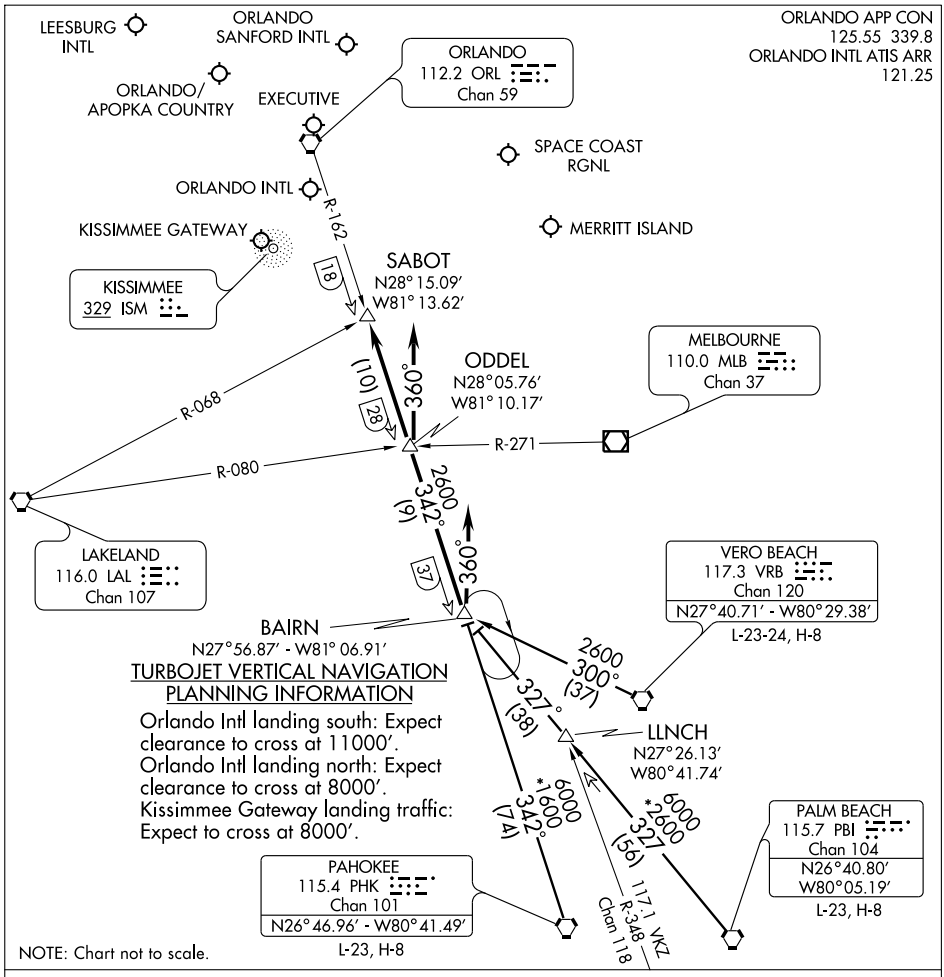
NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

LOC I-ORL	APP CRS	Rwy Idg	5703
109.9	070°	TDZE	109
		Apt Elev	113

ILS or LOC RWY 7

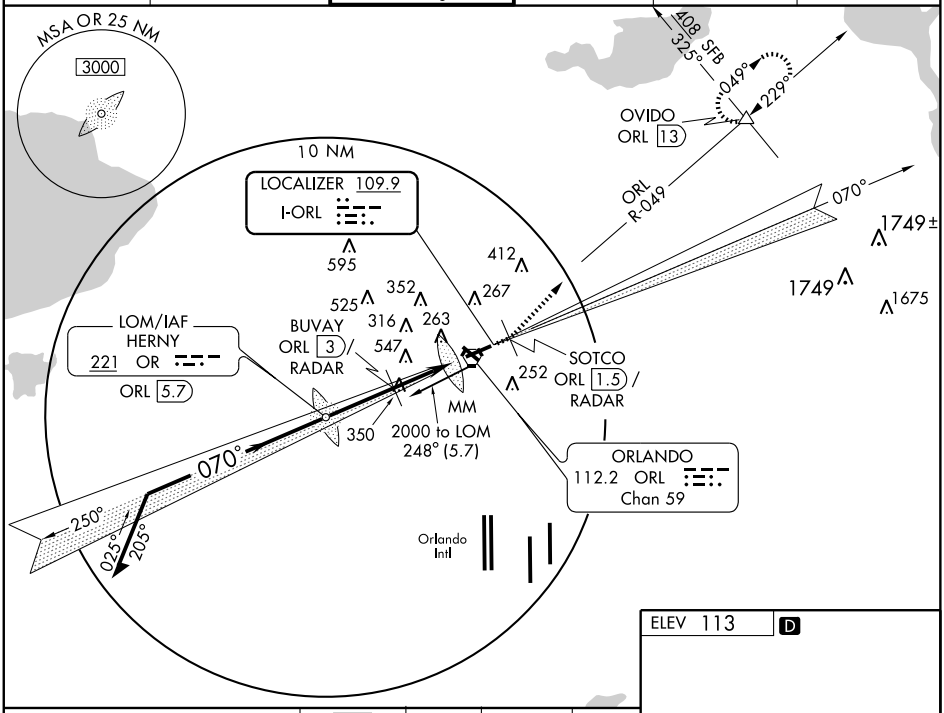
ORLANDO/ EXECUTIVE (ORL)

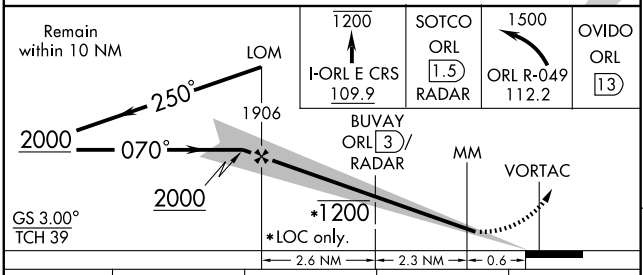
RADAR OR DME REQUIRED.
In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

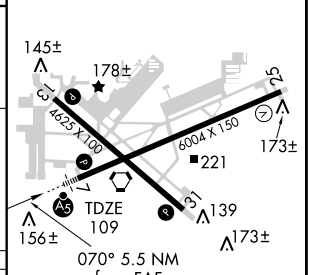
MALSR

NOTE: A descent to 1200 may be required when executing an early missed approach.
MISSED APPROACH: Climb to 1200 maximum altitude via I-ORL E CRS to SOTCO/ORL 1.5 DME/RADAR then climbing left turn to 1500 via ORL R-049 to OVIDO Int/ ORL 13 DME and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95







CATEGORY	A	B	C	D
S-ILS 7	** 309/24 200 (200-½)			
S-LOC 7	660/24 551 (600-½)		660/50 551 (600-1)	660/60 551 (600-1¼)
CIRCLING	660-1 547 (600-1)		660-1½ 547 (600-1½)	860-2½ 747 (800-2½)

REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

FAF to MAP 5.5 NM

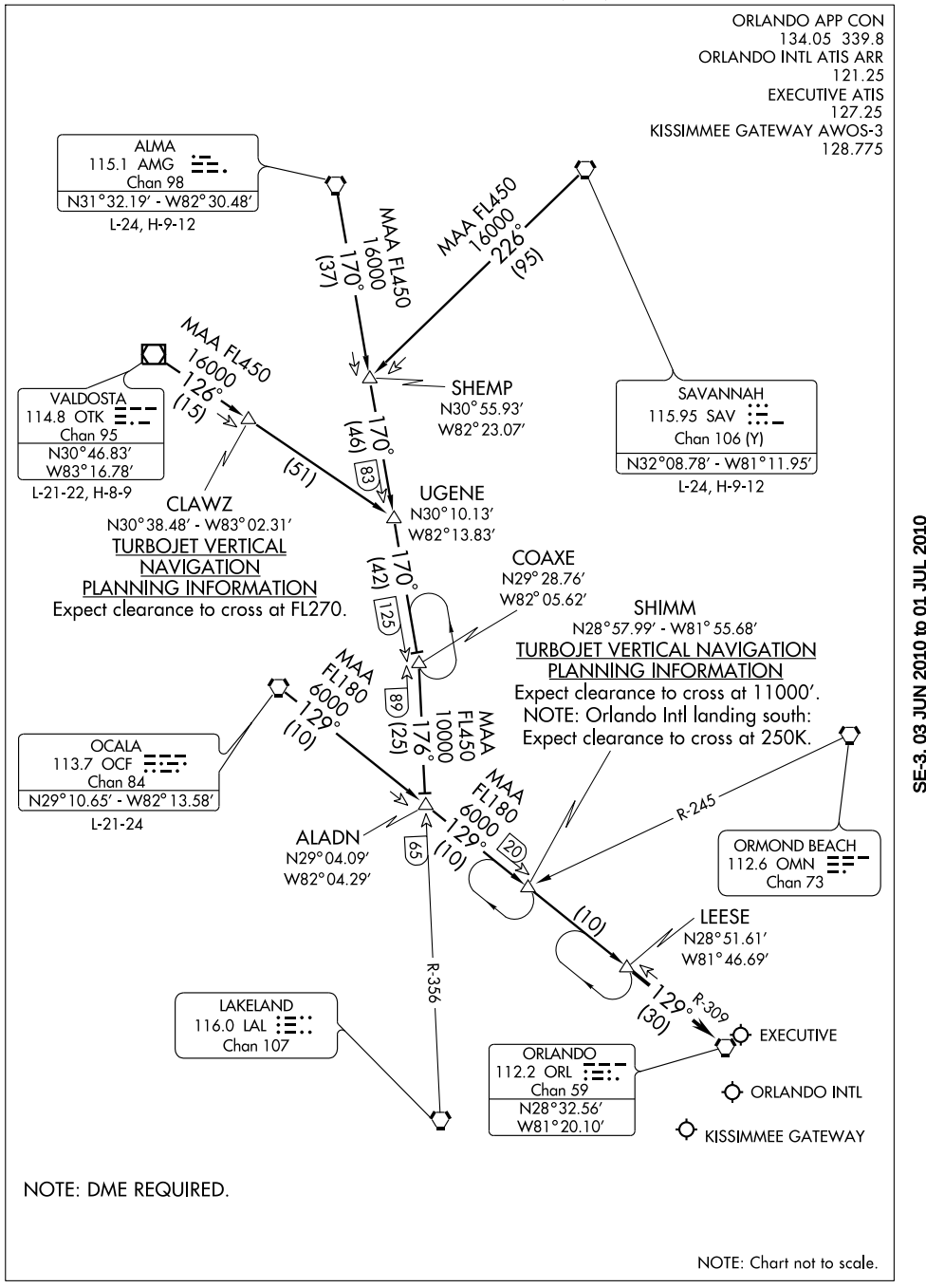
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

SE-3. 03 JUN 2010 to 01 JUL 2010

LEESE TWO ARRIVAL (LEESE.LEESE2)

ST-571 (FAA)

ORLANDO, FLORIDA



NOTE: DME REQUIRED.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

LEESE TWO ARRIVAL (LEESE.LEESE2) ST-571 (FAA) ORLANDO, FLORIDA

ARRIVAL DESCRIPTION

ALMA TRANSITION (AMG.LEESE2): From over AMG VORTAC via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

OCALA TRANSITION (OCF.LEESE2): From over OCF VORTAC via OCF R-129 and ORL R-309 to LEESE DME. Thence....

SAVANNAH TRANSITION (SAV.LEESE2): From over SAV VORTAC via SAV R-226 to SHEMP INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

VALDOSTA TRANSITION (OTK.LEESE2): From over OTK VOR/DME via OTK R-126 to UGENE INT, then via AMG R-170 to COAXE INT, then via LAL R-356 to ALADN INT, then via OCF R-129 and ORL R-309 to LEESE DME. Thence....

....From over LEESE DME via ORL R-309 to ORL VORTAC. Expect vectors to final approach course after LEESE DME.

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-ORL	APP CRS	Rwy Idg	6004
109.9	250°	TDZE	113
		Apt Elev	113

LOC BC RWY 25

ORLANDO/EXECUTIVE (ORL)

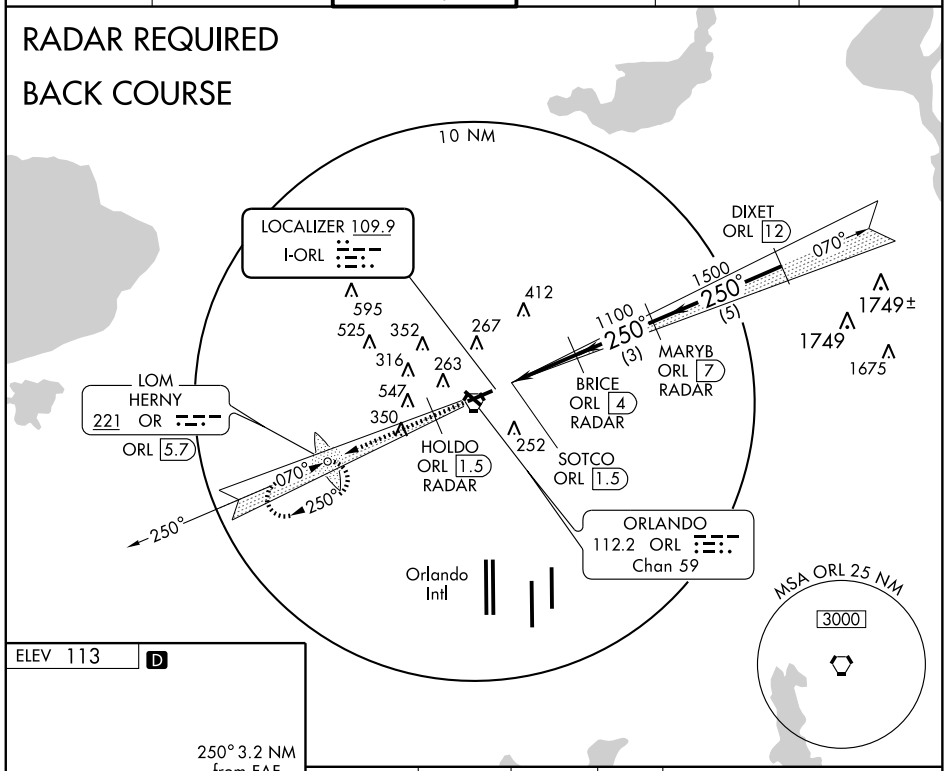
T A RADAR or DME REQUIRED.
In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights. Disregard glide slope indications.

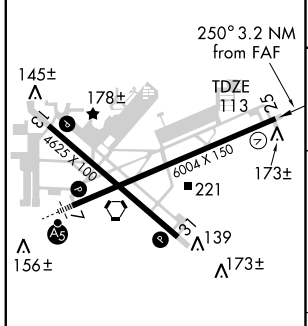
MISSED APPROACH: Climb to 1500 maximum altitude via I-ORL W course to HOLDO/ORL 1.5 DME/RADAR then climb to 1600 via I-ORL W course to HERNY LOM/ORL 5.7 DME and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95

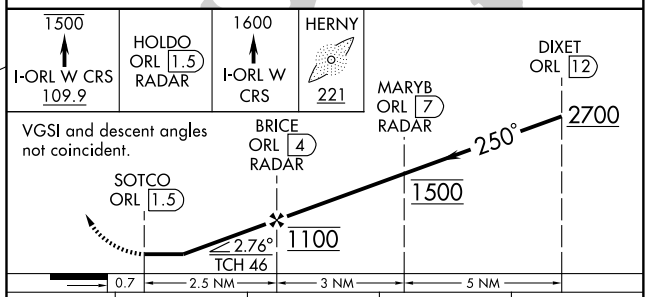
RADAR REQUIRED

BACK COURSE





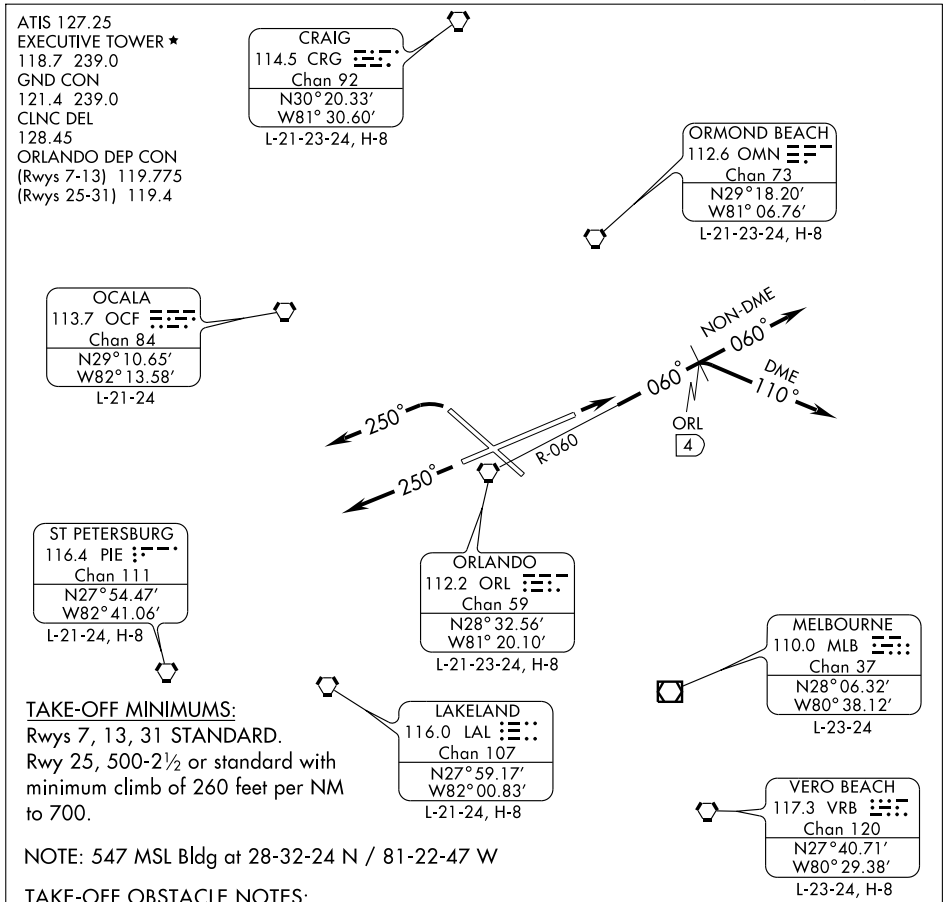
FAF to MAP 2.5 NM					
Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50



CATEGORY	A	B	C	D
S-25	480-1 367 (400-1)			480-1¼ 367 (400-1¼)
CIRCLING	580-1 467 (500-1)		620-1½ 507 (600-1½)	860-2½ 747 (800-2½)

MALRY ONE DEPARTURE

ATIS 127.25
EXECUTIVE TOWER ★
118.7 239.0
GND CON
121.4 239.0
CLNC DEL
128.45
ORLANDO DEP CON
(Rwys 7-13) 119.775
(Rwys 25-31) 119.4



TAKE-OFF MINIMUMS:
Rwys 7, 13, 31 STANDARD.
Rwy 25, 500-2½ or standard with minimum climb of 260 feet per NM to 700.

NOTE: 547 MSL Bldg at 28-32-24 N / 81-22-47 W

TAKE-OFF OBSTACLE NOTES:
Rwy 7: Numerous Trees beginning 194 feet from DER, 542 feet right of centerline, up to 114 feet AGL/132 feet MSL.

Rwy 13: Numerous Trees and Poles beginning 824 feet from DER, 126 feet right of centerline, up to 119 feet AGL/173 feet MSL. Pole 1275 feet from DER, 502 feet left of centerline, 119 feet AGL/160 feet MSL.

Rwy 25: Building 2 NM from DER, 4195 feet right of centerline, 439 feet AGL/547 feet MSL. Numerous Trees beginning 1318 feet from DER, 277 feet right of centerline, up to 119 feet AGL/191 feet MSL. Tree 1823 feet from DER, 582 feet left of centerline, 109 feet AGL/156 feet MSL.

Rwy 31: Numerous Poles and Trees beginning 828 feet from DER, 392 feet right of centerline, up to 109 feet AGL/139 feet MSL. Numerous Poles, Trees, and antenna beginning 948 feet from DER, 229 feet left of centerline, up to 104 feet AGL/161 feet MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE) NOTE: RADAR Required.

SE-3, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

All aircraft maintain 1500 feet. Expect radar vectors to filed/assigned route. Expect clearance to filed altitude ten minutes after departure.

TAKE-OFF RUNWAY 7: Intercept ORL R-060. Depart 4 DME heading 110°, non-DME aircraft remain on ORL R-060. Unless otherwise assigned, departure control frequency use 119.775.
TAKE-OFF RUNWAY 13: Fly heading as assigned. Thence.... unless otherwise assigned, departure control frequency use 119.775.
TAKE-OFF RUNWAY 25: Climb via heading 250°. Unless otherwise assigned, departure control frequency use 119.4.
TAKE-OFF RUNWAY 31: Turn left heading 250°. Unless otherwise assigned, departure control frequency use 119.4.

MINEE FOUR ARRIVAL (MINEE.MINEE4)

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 120° (9)

SYKES
N27°39.88′
W83°02.99′

13000 070° (29)

R-250

R-106

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

72

13000 070° (14)

83

10000 003° (24)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83° 17.93′

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

10000 334° (45)

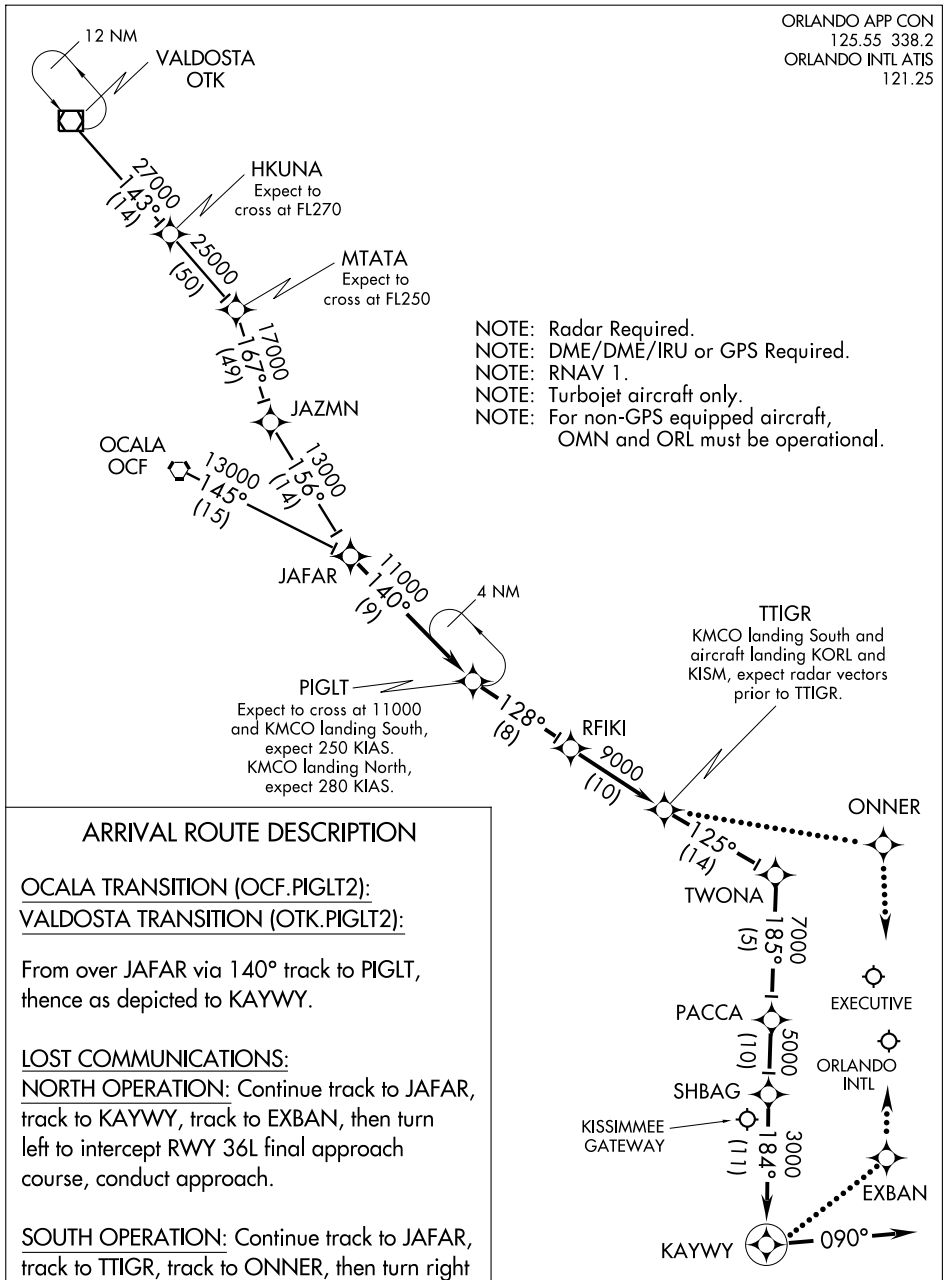
LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

NOTE: Chart not to scale.

PIGLT TWO ARRIVAL (RNAV)

ST-571 (FAA)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

OCALA TRANSITION (OCF.PIGLT2):
VALDOSTA TRANSITION (OTK.PIGLT2):

From over JAFAR via 140° track to PIGLT, thence as depicted to KAYWY.

LOST COMMUNICATIONS:
NORTH OPERATION: Continue track to JAFAR, track to KAYWY, track to EXBAN, then turn left to intercept RWY 36L final approach course, conduct approach.

SOUTH OPERATION: Continue track to JAFAR, track to TTIGR, track to ONNER, then turn right to intercept RWY 18R final approach course, conduct approach.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5703
070°	TDZE	109
	Apt Elev	113

RNAV (GPS) RWY 7

ORLANDO/EXECUTIVE (ORL)

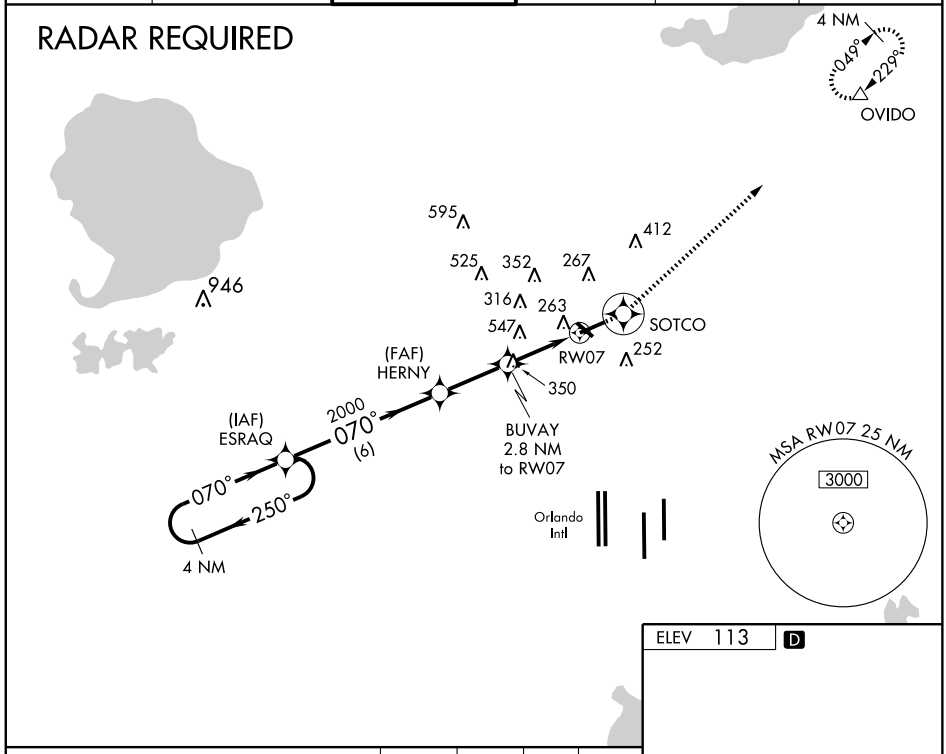
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

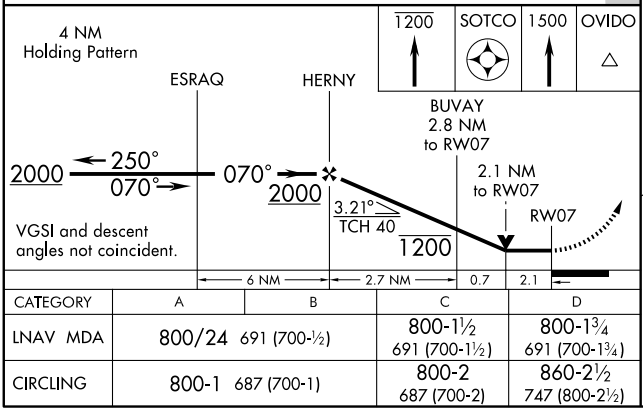
MALSR

NOTE: A descent to 1200 may be required when executing an early missed approach.
MISSED APPROACH: Climb to 1200 maximum altitude direct SOTCO WP, then climb to 1500 direct OVIDO WP and hold.

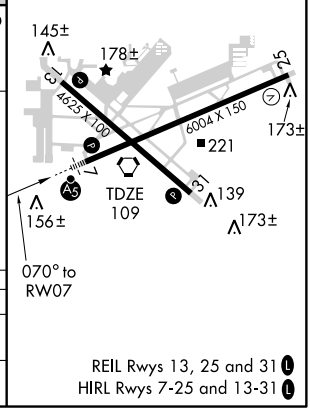
ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95

RADAR REQUIRED





CATEGORY	A	B	C	D
LNAV MDA	800/24	691 (700-½)	800-1½ 691 (700-1½)	800-1¾ 691 (700-1¾)
CIRCLING	800-1	687 (700-1)	800-2 687 (700-2)	860-2½ 747 (800-2½)



REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6004
250°	TDZE	113
	Apt Elev	113

RNAV (GPS) RWY 25

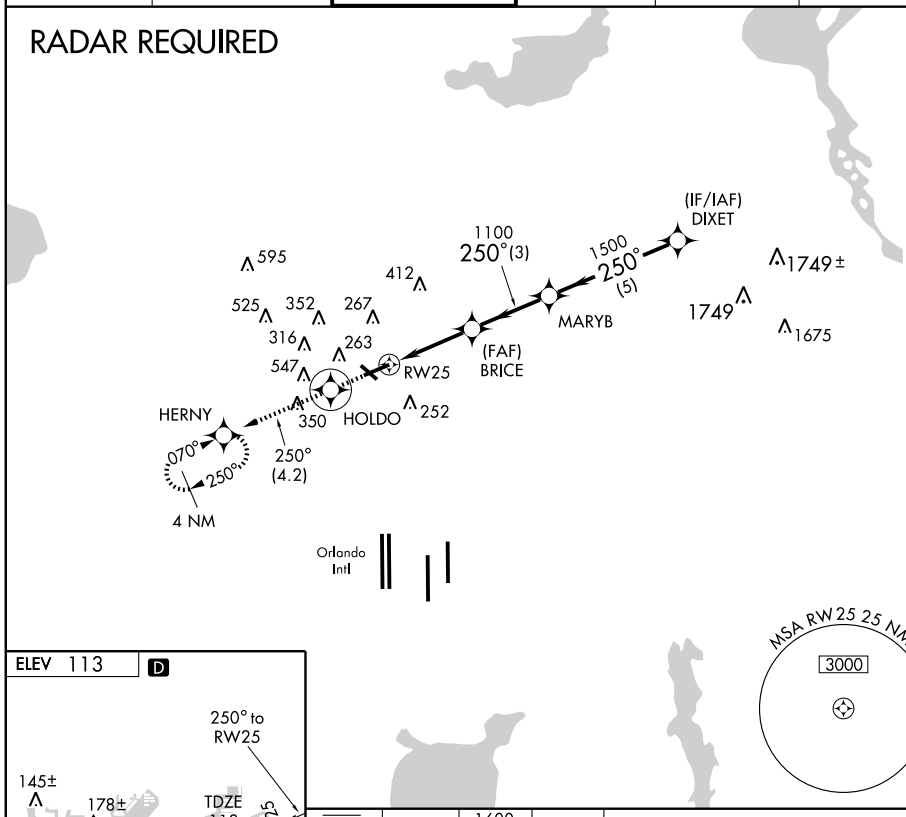
ORLANDO/EXECUTIVE (ORL)

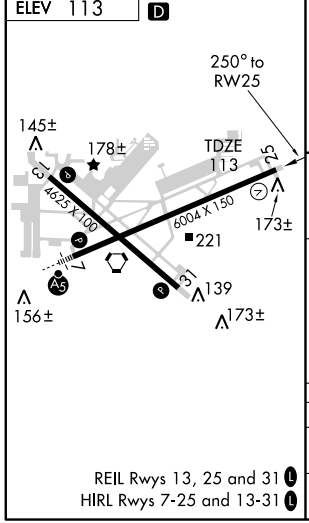
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

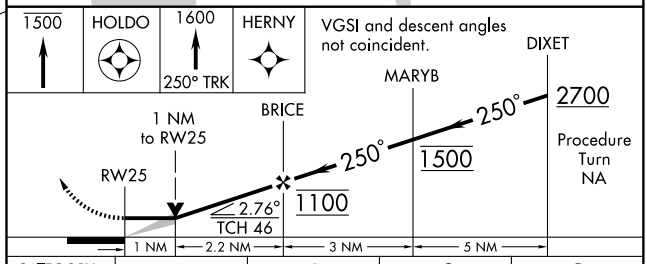
MISSED APPROACH: Climb to 1500 maximum altitude direct HOLDO WP then climb to 1600 via 250° track to HERNY WP and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95

RADAR REQUIRED







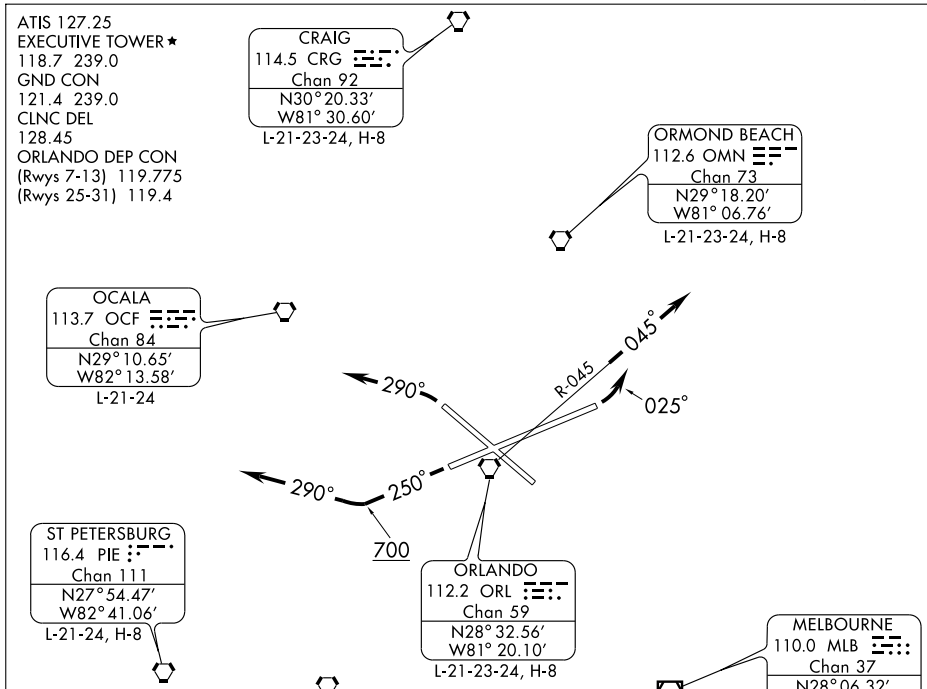
CATEGORY	A	B	C	D
LNAV MDA	480-1 367 (400-1)			480-1¼ 367 (400-1¼)
CIRCLING	580-1 467 (500-1)		620-1½ 507 (600-1½)	860-2½ 747 (800-2½)

REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

SE-3, 03 JUN 2010 to 01 JUL 2010

SOAPS ONE DEPARTURE

ATIS 127.25
EXECUTIVE TOWER ★
118.7 239.0
GND CON
121.4 239.0
CLNC DEL
128.45
ORLANDO DEP CON
(Rwys 7-13) 119.775
(Rwys 25-31) 119.4



TAKE-OFF MINIMUMS:
Rwys 7, 13, 31 STANDARD.
Rwy 25, 500-2½ or standard with minimum climb of 260 feet per NM to 700.

NOTE: 547 MSL Bldg at 28-32-24 N / 81-22-47 W

TAKE-OFF OBSTACLE NOTES:
Rwy 7: Numerous Trees beginning 194 feet from DER, 542 feet right of centerline, up to 114 feet AGL/132 feet MSL.

Rwy 13: Numerous Trees and Poles beginning 824 feet from DER, 126 feet right of centerline, up to 119 feet AGL/173 feet MSL. Pole 1275 feet from DER, 502 feet left of centerline, 119 feet AGL/160 feet MSL.

Rwy 25: Building 2 NM from DER, 4195 feet right of centerline, 439 feet AGL/547 feet MSL. Numerous Trees beginning 1318 feet from DER, 277 feet right of centerline, up to 119 feet AGL/191 feet MSL. Tree 1823 feet from DER, 582 feet left of centerline, 109 feet AGL/156 feet MSL.

Rwy 31: Numerous Trees and Poles beginning 828 feet from DER, 392 feet right of centerline, up to 109 feet AGL/139 feet MSL. Numerous Poles, Trees, and antenna beginning 948 feet from DER, 229 feet left of centerline, up to 104 feet AGL/161 feet MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE) NOTE: RADAR Required.

DEPARTURE ROUTE DESCRIPTION

All aircraft maintain 1500 feet. Expect radar vectors to filed/assigned route. Expect clearance to filed altitude ten minutes after departure.

TAKE-OFF RUNWAY 7: Turn left heading 025° to intercept ORL R-045. Unless otherwise assigned, departure control frequency use 119.775.
TAKE-OFF RUNWAY 13: Fly heading assigned. Thence.... unless otherwise assigned, departure control frequency use 119.775.
TAKE-OFF RUNWAY 25: Climb heading 250° to 700 feet, then climbing right turn heading 290°. Unless otherwise assigned, departure control frequency use 119.4.
TAKE-OFF RUNWAY 31: Turn left heading 290°. Unless otherwise assigned, departure control frequency use 119.4.

VORTAC ORL	APP CRS	Rwy Idg	5703
112.2	074°	TDZE	109
Chan 59		Apt Elev	113

VOR/DME RWY 7

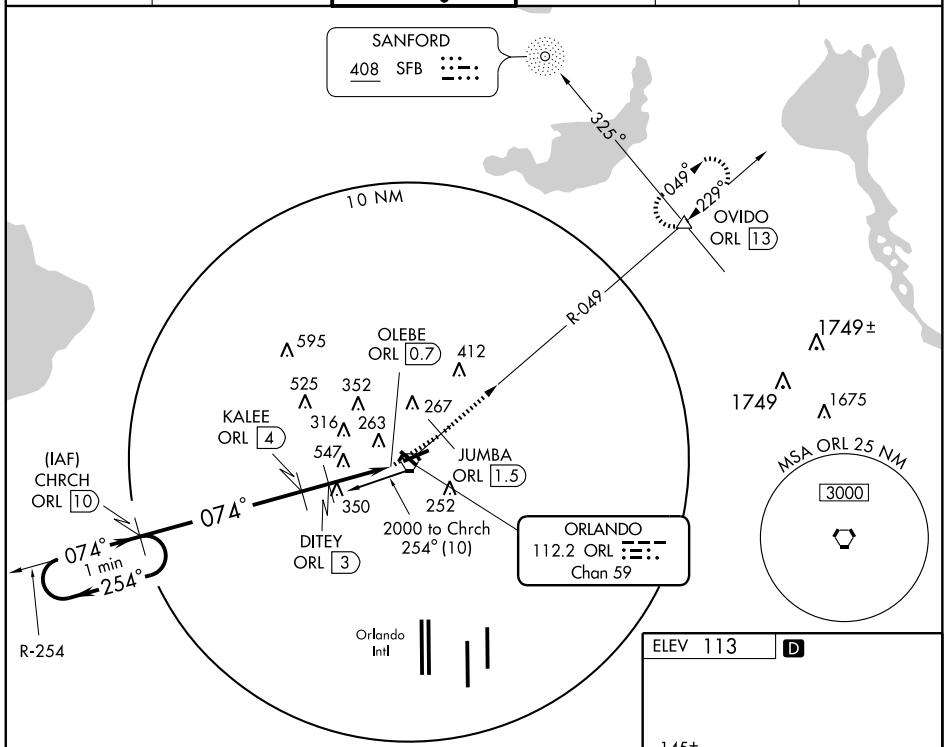
ORLANDO /EXECUTIVE (ORL)

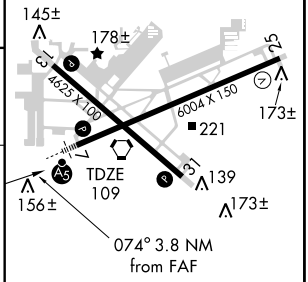
For inoperative MALSR, increase S-7 Cat A and B visibility to RVR 5000.
In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

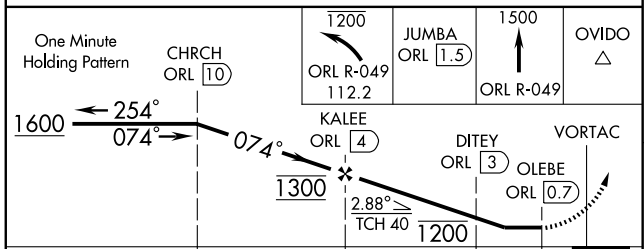
MALSR

MISSED APPROACH: NOTE: A descent to 1200 may be required when executing an early missed approach. Climbing left turn to 1200 maximum altitude via ORL R-049 to JUMBA/ORL 1.5 DME then climb to 1500 via ORL R-049 to OVIDO/ORL 13 DME and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER ★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95







CATEGORY	A	B	C	D
S-7	800/40	691 (700-¾)	800-1½ 691 (700-1½)	800-1¾ 691 (700-1¾)
CIRCLING	800-1	687 (700-1)	800-2 687 (700-2)	860-2½ 747 (800-2½)

REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC ORL	APP CRS	Rwy Idg	6004
112.2	242°	TDZE	113
Chan 59		Apt Elev	113

VOR/DME RWY 25

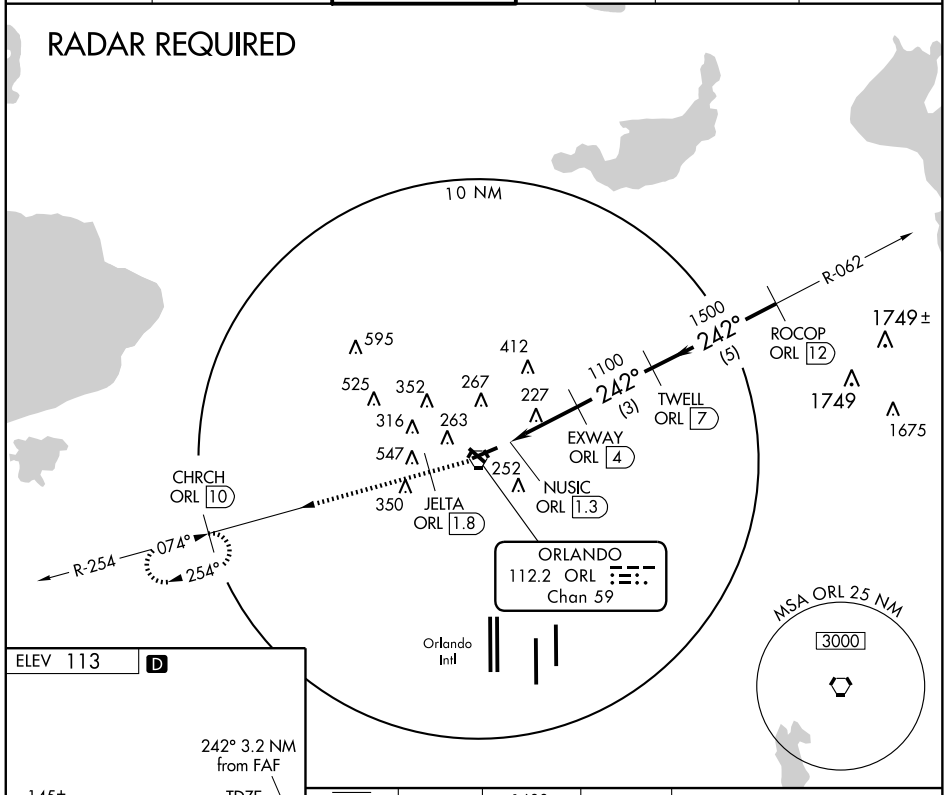
ORLANDO /EXECUTIVE (ORL)

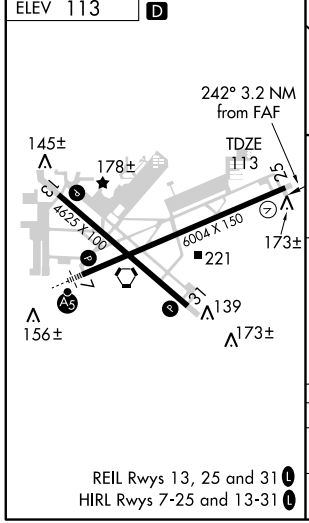
In minimum visibility conditions, bright lights on highway ½ mile south of airport may be mistaken for runway lights.

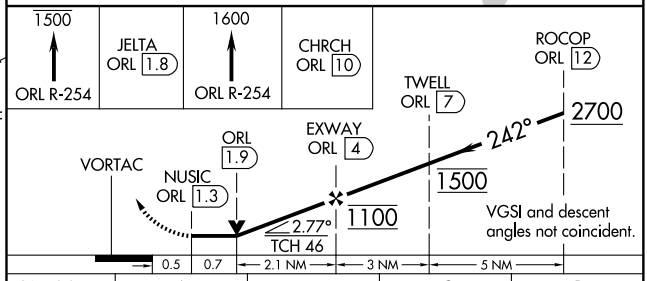
MISSED APPROACH: Climb to 1500 maximum altitude via ORL R-254 to JELTA/1.8 DME then climb to 1600 via ORL R-254 to CHRCH/10 DME and hold.

ATIS	ORLANDO APP CON	EXECUTIVE TOWER★	GND CON	CLNC DEL	UNICOM
127.25	124.8 351.9	118.7(CTAF) L 239.0	121.4 239.0	128.45	122.95

RADAR REQUIRED



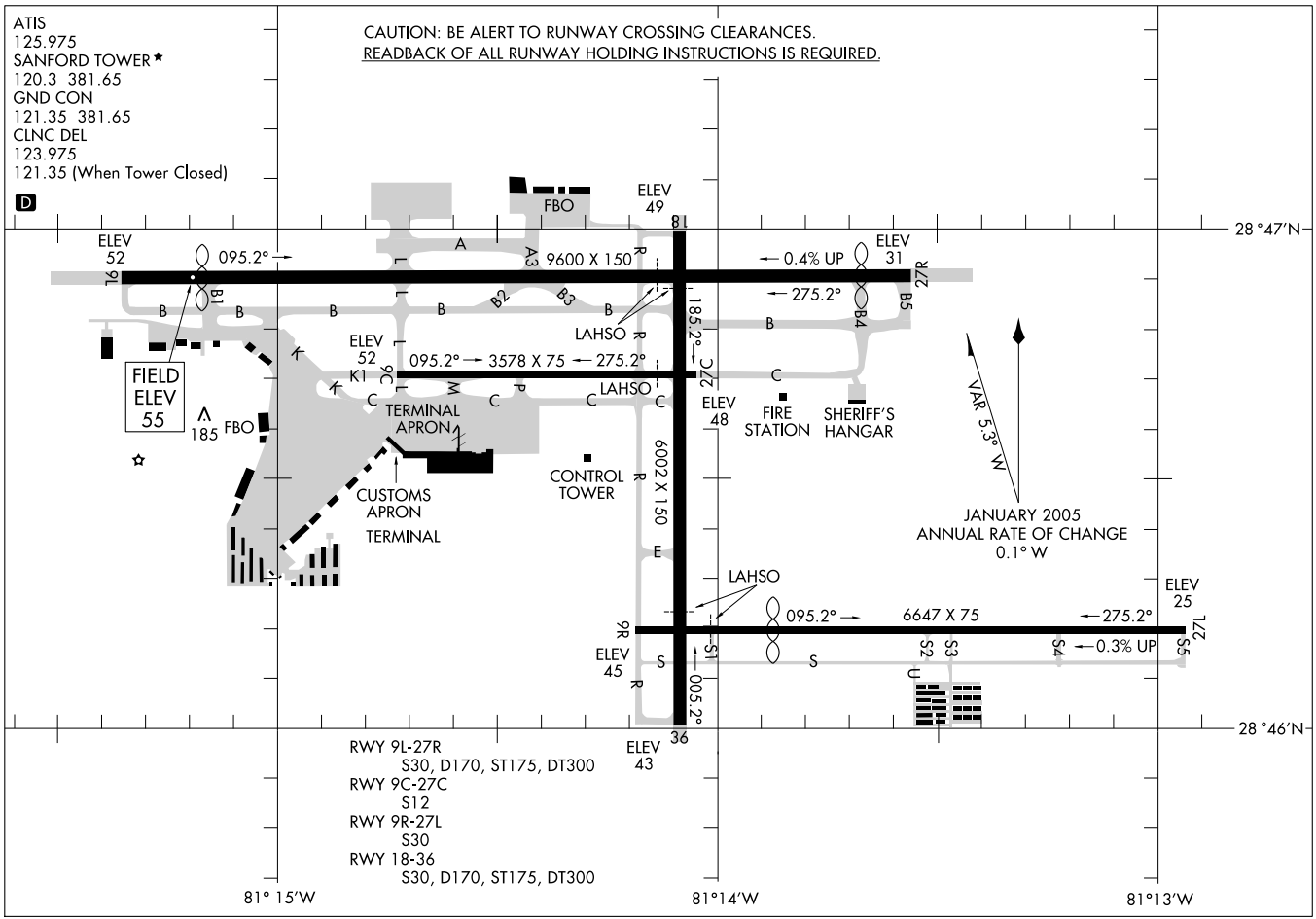




CATEGORY	A	B	C	D
S-25	520-1	407 (500-1)	520-1¼ 407 (500-1¼)	540-1½ 427 (500-1½)
CIRCLING	580-1	467 (500-1)	620-1½ 507 (600-1½)	860-2½ 747 (800-2½)

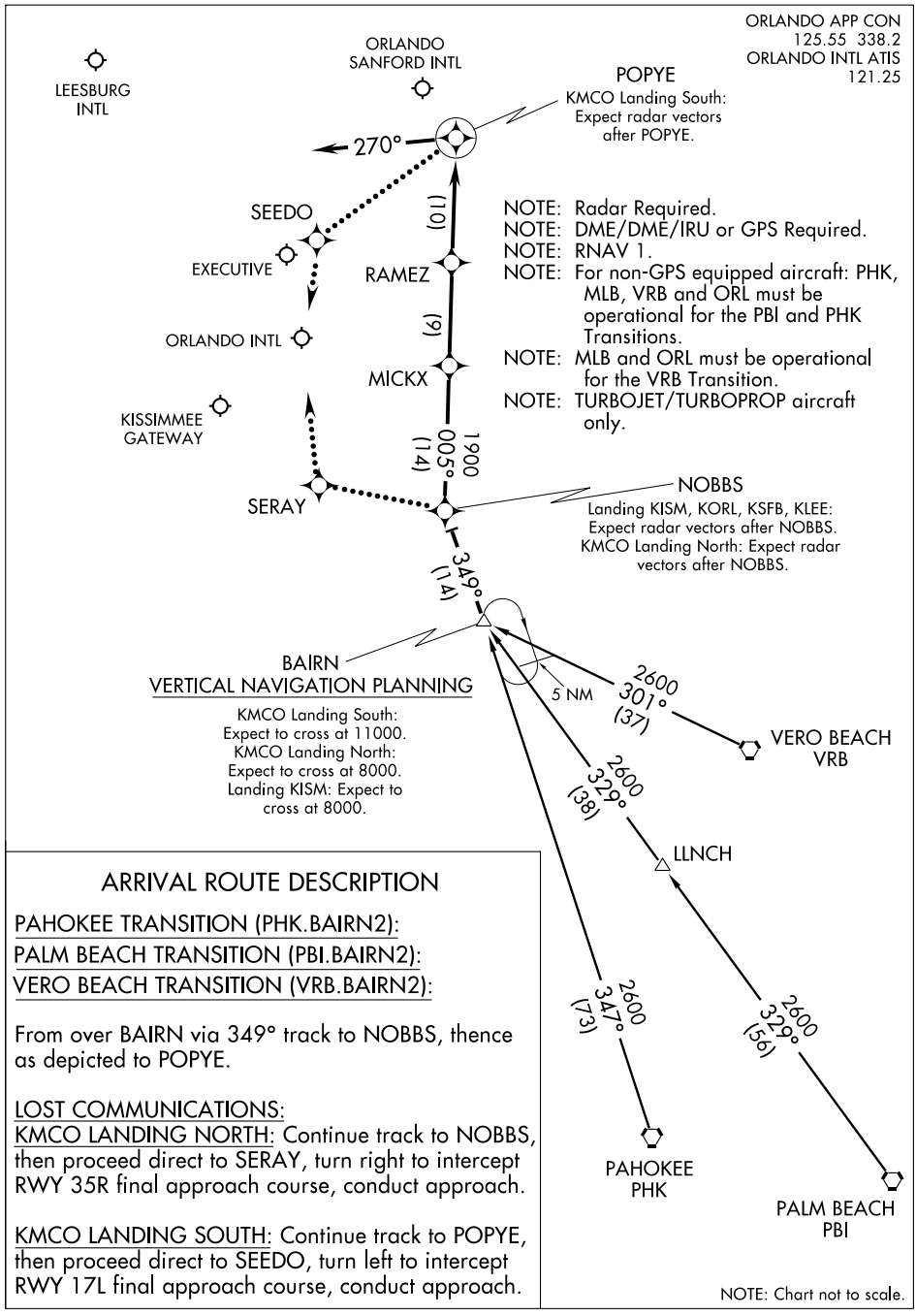
REIL Rwys 13, 25 and 31 L
HIRL Rwys 7-25 and 13-31 L

SE-3, 03 JUN 2010 to 01 JUL 2010


ATIS
125.975
SANFORD TOWER ★
120.3 381.65
GND CON
121.35 381.65
CLNC DEL
123.975
121.35 (When Tower Closed)
D
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
FBO
ELEV 49
ELEV 52
095.2°
9600 X 150
0.4% UP
ELEV 31
275.2°
27R
9L
LAHSO
185.2°
27C
ELEV 52
095.2°
3578 X 75
275.2°
FIELD ELEV 55
185
FBO
TERMINAL APRON
LAHSO
ELEV 48
FIRE STATION
SHERIFF'S HANGAR
VAR 5.3° W
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
CONTROL TOWER
6002 X 150
CUSTOMS APRON
TERMINAL
LAHSO
ELEV 25
095.2°
6647 X 75
275.2°
9R
27L
ELEV 45
0.3% UP
005.2°
36
ELEV 43
28°47'N
28°46'N
RWY 9L-27R
S30, D170, ST175, DT300
RWY 9C-27C
S12
RWY 9R-27L
S30
RWY 18-36
S30, D170, ST175, DT300
81° 15'W
81°14'W
81°13'W

BAIRN TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



ARRIVAL ROUTE DESCRIPTION

PAHOKEE TRANSITION (PHK.BAIRN2):
PALM BEACH TRANSITION (PBI.BAIRN2):
VERO BEACH TRANSITION (VRB.BAIRN2):

From over BAIRN via 349° track to NOBBS, thence as depicted to POPYE.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to POPYE, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

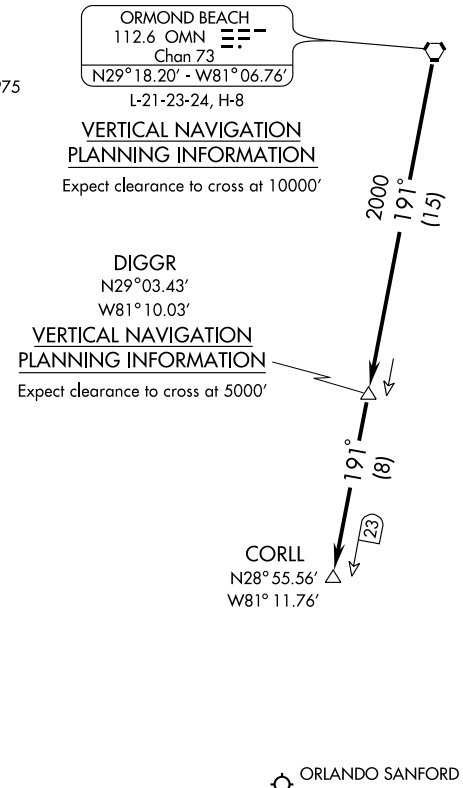
NOTE: Chart not to scale.

CORLL ONE ARRIVAL (OMN.CORLL1)

ST-917 (FAA)

ORLANDO, FLORIDA

JACKSONVILLE CENTER 126.35
DAYTONA BEACH APP CON 118.85
ORLANDO APP CON 121.1
EXECUTIVE ATIS 127.25
ORLANDO SANFORD INTL ATIS 125.975



NOTE: RADAR and DME Required.

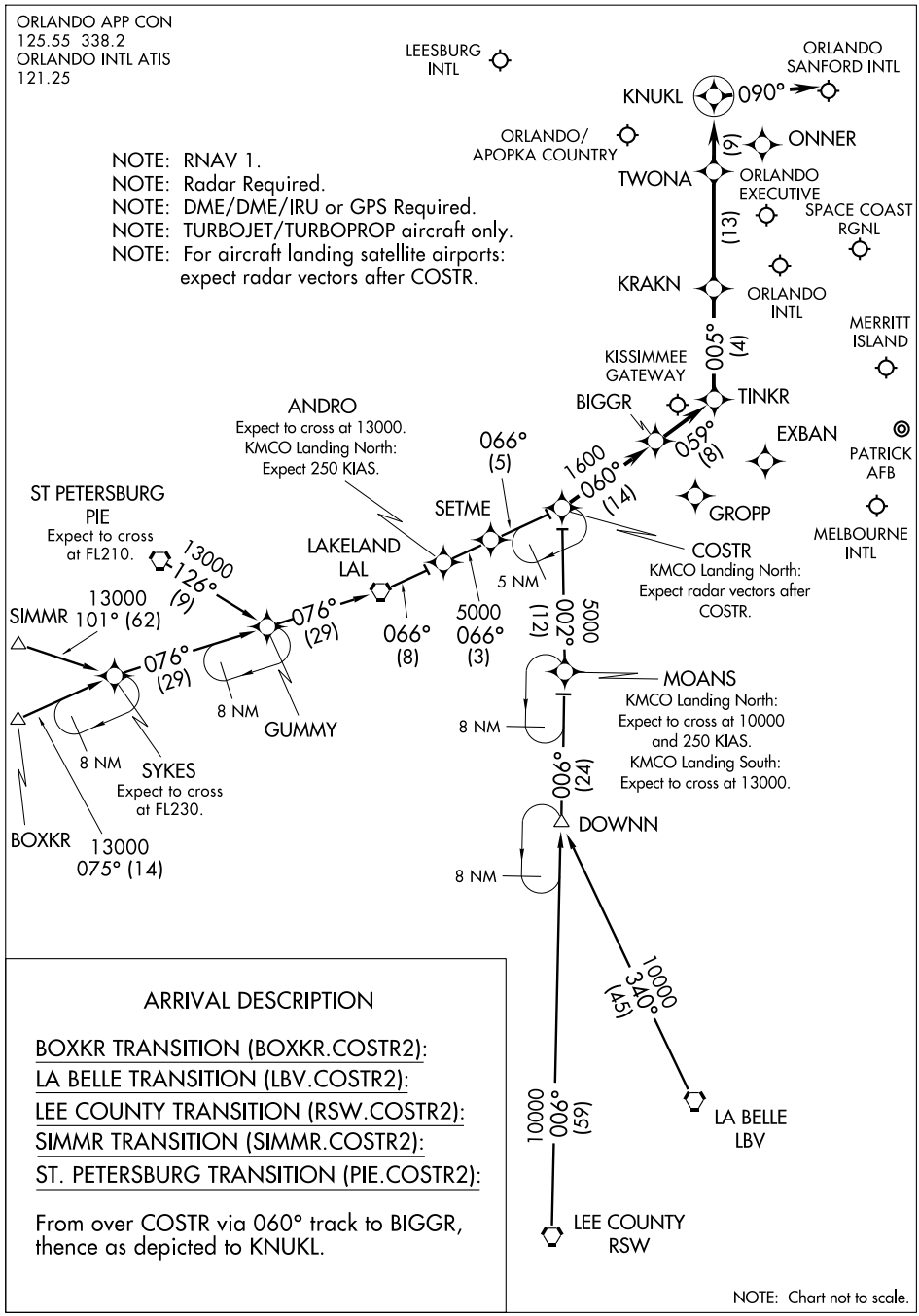
NOTE: Expect radar vectors to destination airport or final approach course at CORLL INT.

NOTE: Chart not to scale.

From over OMN VORTAC via OMN R-191 to CORLL INT. MEA 2000. Expect radar vectors to final approach course.

SE-3, 03 JUN 2010 to 01 JUL 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

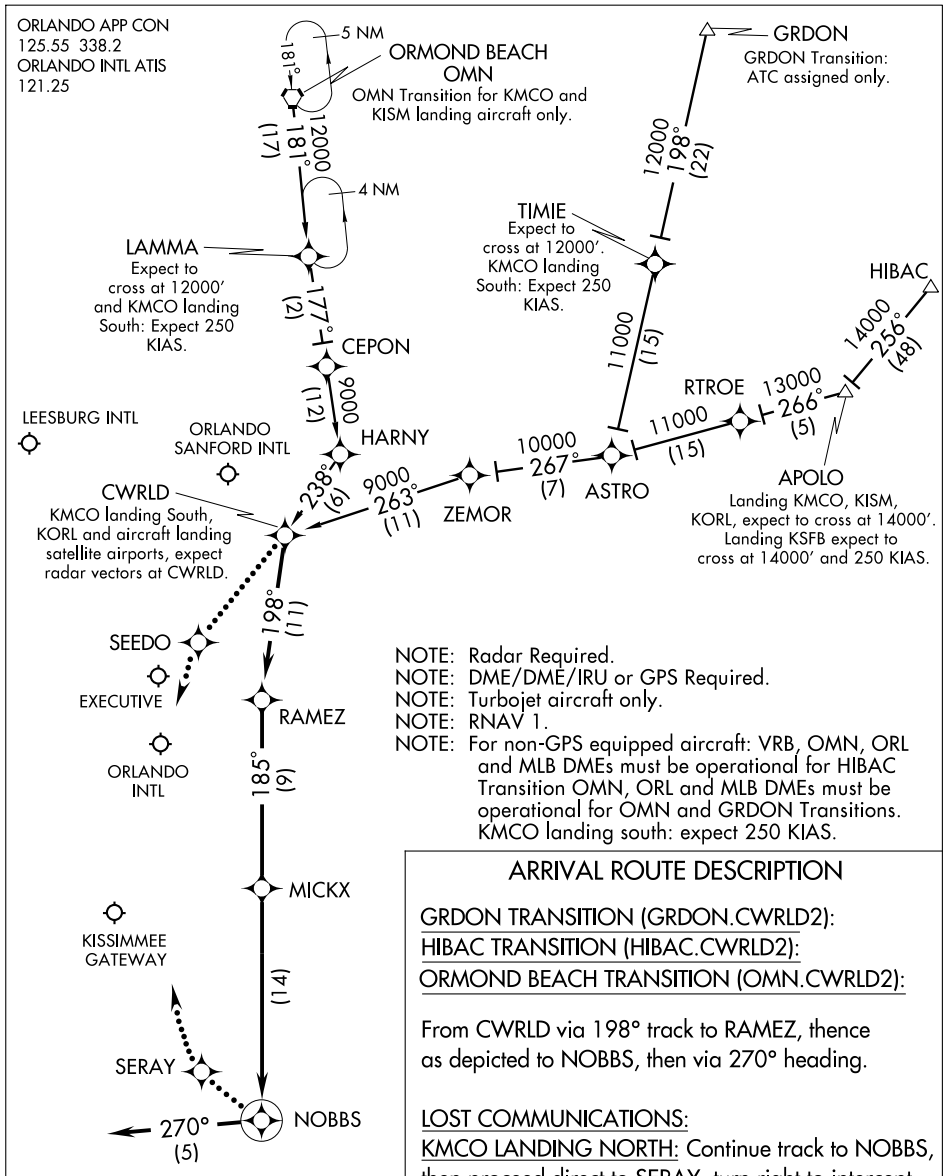
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

(CWRLD.CWRLD2) 09127 ST-571 (FAA)

CWRLD TWO ARRIVAL (RNAV)

ORLANDO, FLORIDA



NOTE: Radar Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: Turbojet aircraft only.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB, OMN, ORL and MLB DMEs must be operational for HIBAC Transition OMN, ORL and MLB DMEs must be operational for OMN and GRDON Transitions. KMCO landing south: expect 250 KIAS.

ARRIVAL ROUTE DESCRIPTION

GRDON TRANSITION (GRDON.CWRLD2):
HIBAC TRANSITION (HIBAC.CWRLD2):
ORMOND BEACH TRANSITION (OMN.CWRLD2):

From CWRLD via 198° track to RAMEZ, thence as depicted to NOBBS, then via 270° heading.

LOST COMMUNICATIONS:
KMCO LANDING NORTH: Continue track to NOBBS, then proceed direct to SERAY, turn right to intercept RWY 35R final approach course, conduct approach.

KMCO LANDING SOUTH: Continue track to CWRLD, then proceed direct to SEEDO, turn left to intercept RWY 17L final approach course, conduct approach.

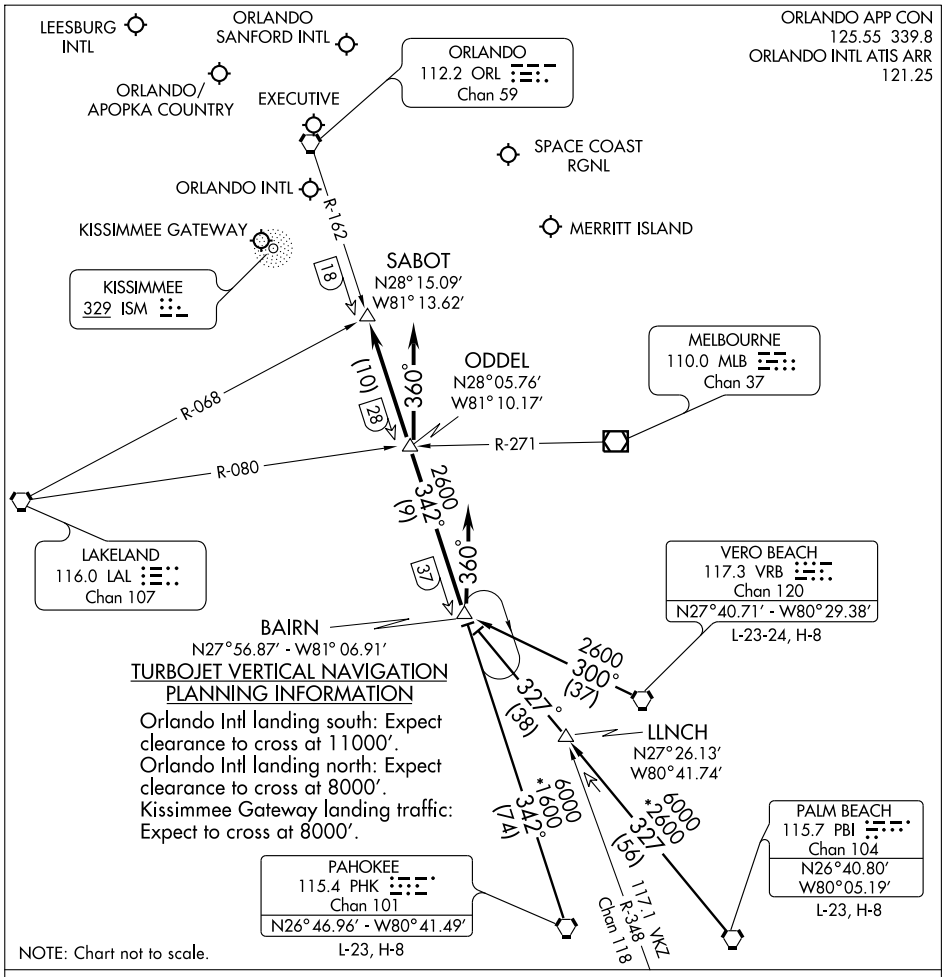
NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

LOC I-SND	APP CRS	Rwy ldg	8600
108.9	095°	TDZE	55
		Apt Elev	55

ILS or LOC RWY 9L
ORLANDO SANFORD INTL (SFB)

When local altimeter setting not received, use Executive altimeter setting and increase ILS DA to 298, all MDA 60 feet, and S-LOC 9L Cat C visibility ¼ mile. Simultaneous approach authorized with Rwy 9R. LOC procedure NA during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via heading 080°and ORL VORTAC R-033 to SMYRA INT/ORL 33.1 DME and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed

ALTERNATE MISSED APCH FIX
TIKUY OMN 26 RADAR
112.6 OMN R-184 Chan 73
004° 184°

RADAR REQUIRED

1740 1740

TIKUY OMN 26 RADAR

112.6 OMN R-184 Chan 73

ORL R-033

(IF) UGMAH INT RADAR

OLNAF INT RADAR

1600

095° (6)

275°

272 214 170 259 171

LOCALIZER 108.9 I-SND

MISSED APCH FIX SMYRA ORL 33.1

R-161 033° 213°

112.2 ORL R-033 Chan 59

112.6 OMN Chan 73

R-336 R-359

MSA ORL 25 NM 3000

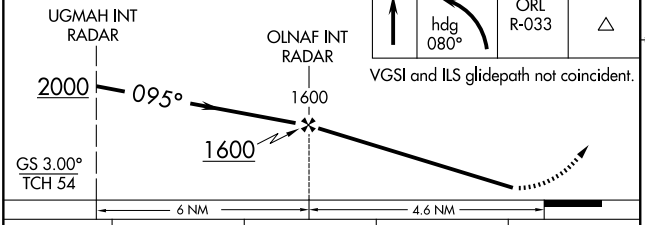
10 NM

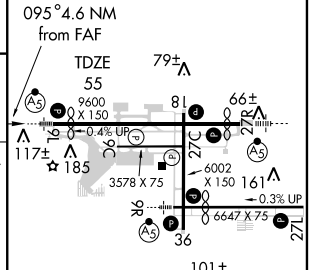
ORLANDO 112.2 ORL Chan 59

SE-3. 03 JUN 2010 to 01 JUL 2010

500	2000	ORL R-033	SMYRA
	hdg 080°		

VGSI and ILS glidepath not coincident.





CATEGORY	A	B	C	D
S-ILS 9L	255-½ 200 (200-½)			
S-LOC 9L	400-½ 345 (400-½)			400-¾ 345 (400-¾)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

LOC/DME I-OOS	APP CRS	Rwy Idg 5000
111.55	095°	TDZE 47
Chan 52 (Y)		Apt Elev 55

ILS or LOC RWY 9R

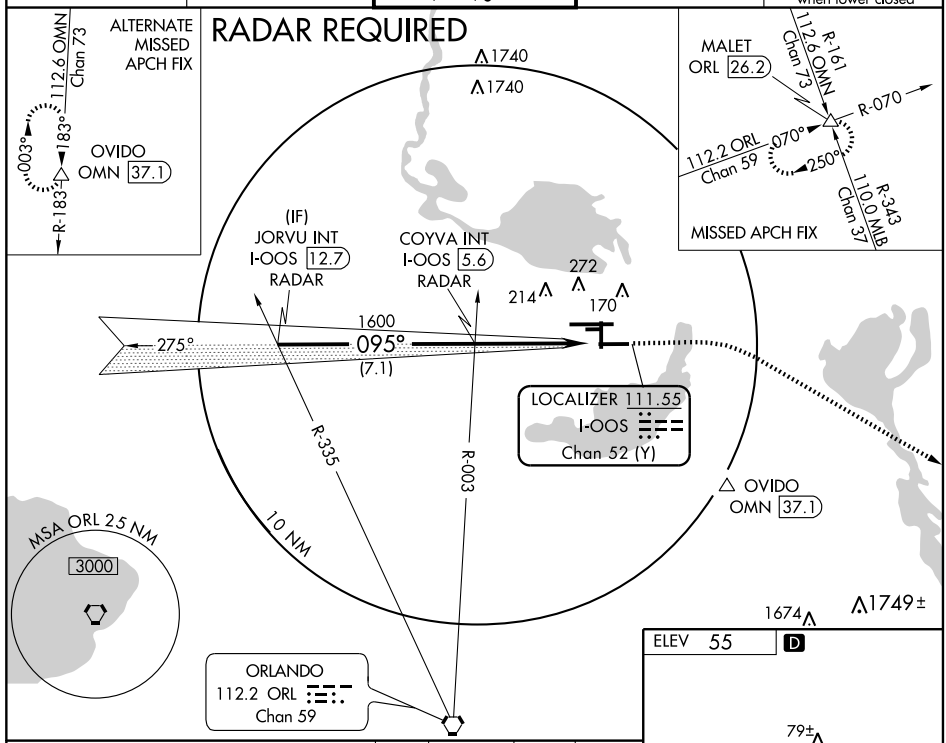
ORLANDO SANFORD INTL (SFB)

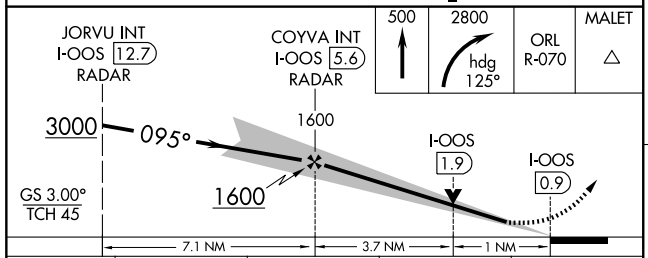
Circling to Rwy 27L NA at night. VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase ILS DA to 290, all MDA 60 feet, and S-LOC 9R Cat C visibility ¼ mile. Simultaneous approach authorized with Rwy 9L. LOC procedure NA during simultaneous operations.

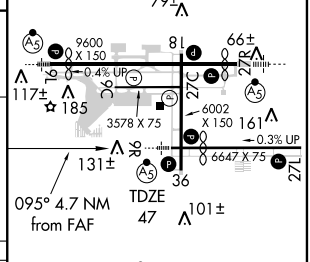
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2800 via heading 125° and ORL VORTAC R-070 to MALET INT/ORL 26.2 DME and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) 381.65	121.35 381.65	123.975 *121.35
				*when tower closed







CATEGORY	A	B	C	D
S-ILS 9R	247-¾ 200 (200-¾)			
S-LOC 9R	400-1 353 (400-1)			400-1¼ 353 (400-1¼)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-FNU	APP CRS	Rwy Idg	9000
110.15	275°	TDZE	50
Chan 38 (Y)		Apt Elev	55

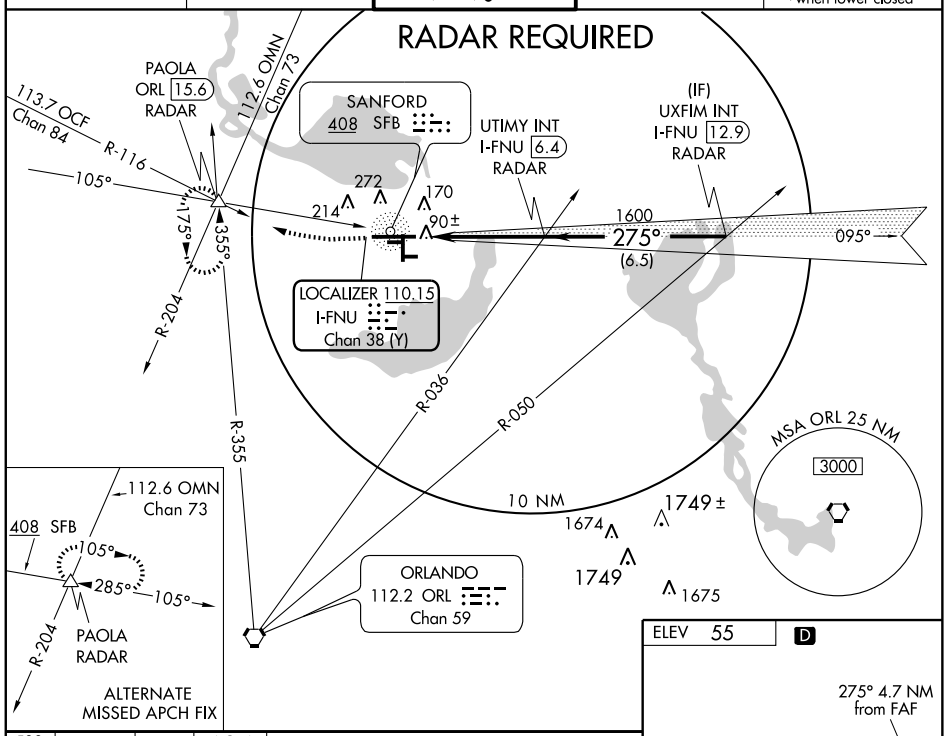
ILS or LOC RWY 27R
ORLANDO SANFORD INTL (SFB)

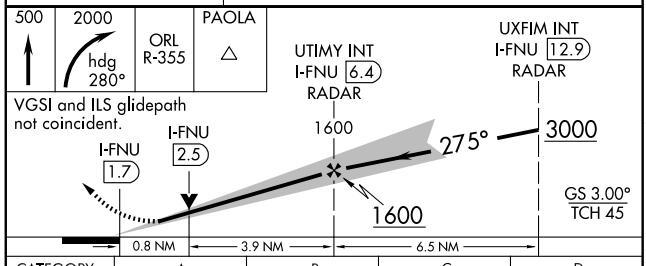
When local altimeter setting not received, use Executive altimeter setting and increase ILS DA to 293 and all MDA 60 feet. VDP NA when using Executive altimeter setting. For inoperative MALSR increase S-LOC 27R Cat D visibility to 1. For inoperative MALSR, when using Executive altimeter setting, increase S-ILS 27R all Cats visibility to 1. DME and RADAR Required.

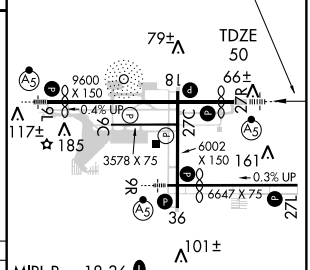
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 280° and ORL VORTAC R-355 to PAOLA/ORL 15.6 DME RADAR and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER ★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed







CATEGORY	A	B	C	D
S-ILS 27R	250-½ 200 (200-½)			
S-LOC 27R	380-½ 330 (400-½)			380-¾ 330 (400-¾)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-3. 03 JUN 2010 to 01 JUL 2010

MINEE FOUR ARRIVAL (MINEE.MINEE4)

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 120° (9)

SYKES
N27°39.88′
W83°02.99′

13000 070° (29)

R-250

R-106

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

72

13000 070° (14)

83

10000 003° (24)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83° 17.93′

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

10000 334° (45)

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

NOTE: Chart not to scale.

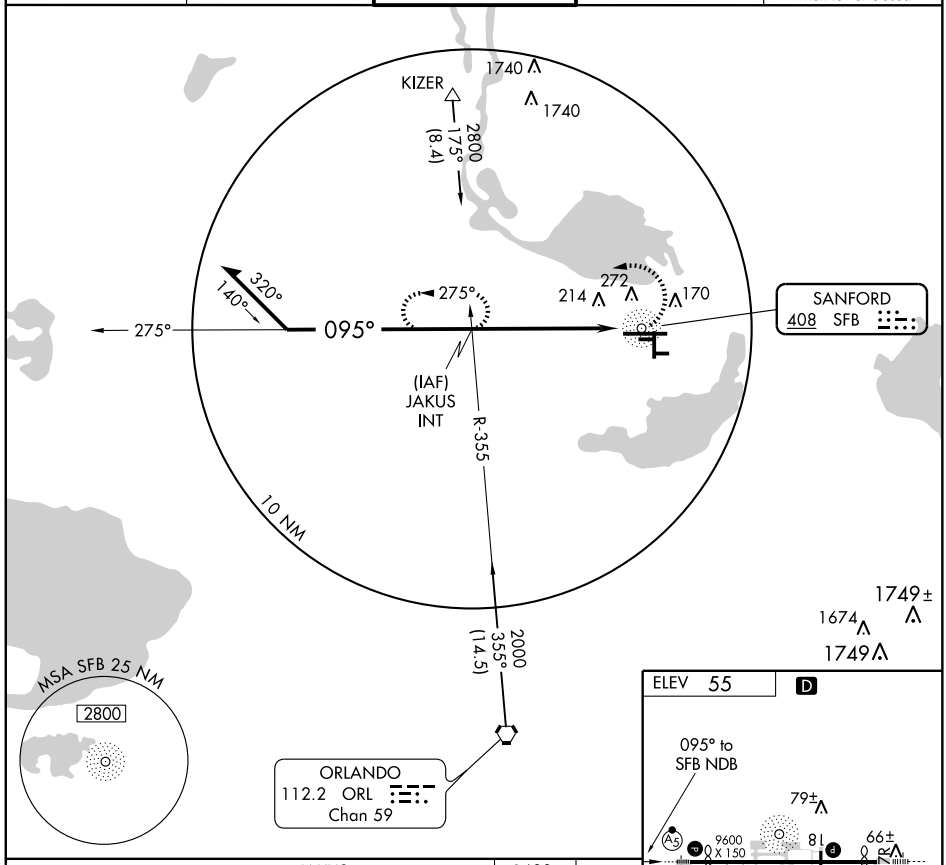
NDB SFB 408	APP CRS 095°	Rwy Idg N/A TDZE N/A Apt Elev 55

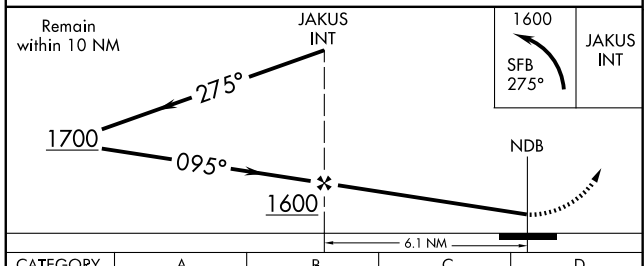
NDB-B

ORLANDO SANFORD INTL (SFB)

MISSED APPROACH: Climbing left turn to 1600 via SFB 275° course to JAKUS Int and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3(CTAF) 381.65	121.35 381.65	123.975 *121.35 *when tower closed





MIRL Rwy 18-36 L
HIRL Rwy 9L-27R and 9R-27L L
MIRL Rwys 9C-27C
REIL Rwys 9C, 18, 27L and 36

CATEGORY	A	B	C	D
CIRCLING	600-1 545 (600-1)		600-1½ 545 (600-1½)	620-2 565 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

NDB SFB 408	APP CRS 275°	Rwy Idg N/A TDZE N/A Apt Elev 55

NDB-C
ORLANDO SANFORD INTL (SFB)

MISSED APPROACH: Climbing right turn to 1600 via SFB 095° course to DOKEY Int and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3(CTAF) L 381.65	121.35 381.65	123.975 *121.35 *when tower closed

ORMOND BEACH
112.6 OMN
Chan 73

2000
182°
(31)

1740
1740

10 NM

214
272
170
095°
275°
050°
230°
095°

SANFORD
408 SFB

(IAF)
DOKEY
INT

R-036

MSA SFB 25 NM
2800

ORLANDO
112.2 ORL
Chan 59

2000
036°
(17.9)

1674
1749±
1749
1675

ELEV 55 D

275° to SFB NDB

79±
81
66±
117±
185
9600 X 150
0.4% UP
9C
27C
27R
3578 X 75
6002 X 150
161
0.3% UP
9R
6647 X 75
27L
36
101±

1600
SFB
095°

DOKEY
INT

DOKEY
INT

Remain within 10 NM

095°
275°
1600
1600

NDB

5.7 NM

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

CATEGORY	A	B	C	D
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 78409 W09A	APP CRS 095°	Rwy Idg 8600 TDZE 55 Apt Elev 55

RNAV (GPS) RWY 9L

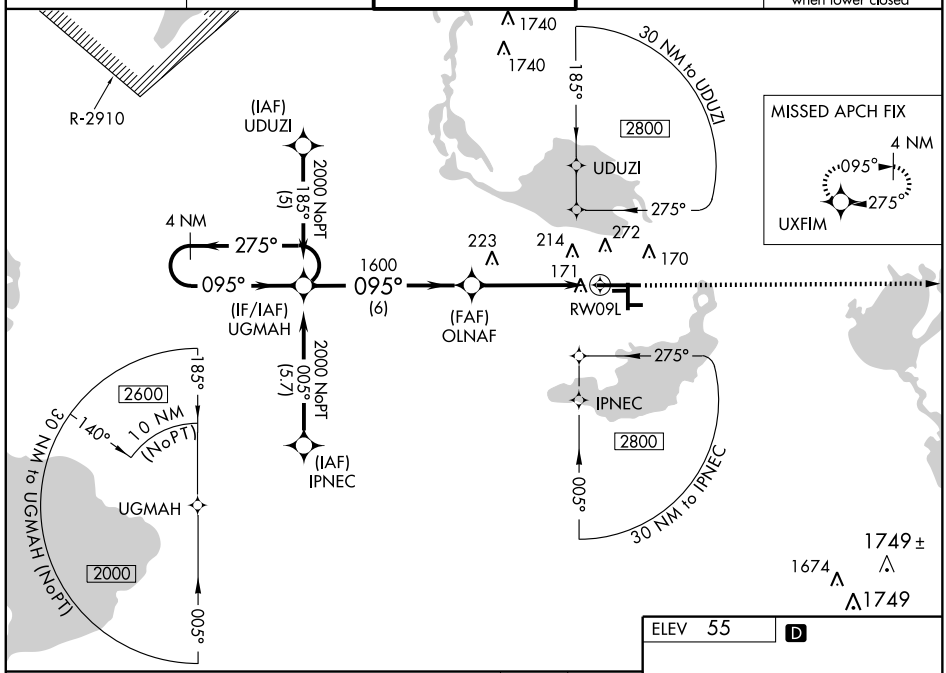
ORLANDO SANFORD INTL (SFB)

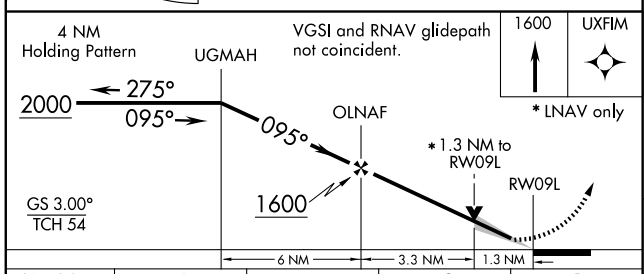
Baro-VNAV NA when using Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase LPV DA to 298, LNAV/VNAV DA to 543, all MDA 60 feet and LNAV/VNAV visibility ¼ mile all Cats LNAV visibility Cats C and D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1600 direct UXFIM and hold.

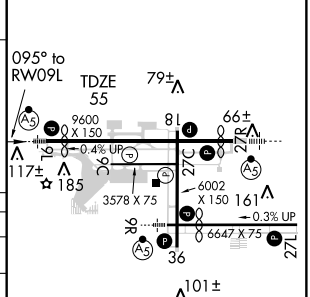
ATIS	ORLANDO APP CON	SANFORD TOWER ★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35 *when tower closed





CATEGORY	A	B	C	D
LPV DA	255-½ 200 (200-½)			
LNAV/VNAV DA	500-1 445 (500-1)			
LNAV MDA	540-½ 485 (500-½)		540-¾ 485 (500-¾)	540-1 485 (500-1)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

ELEV 55 D



MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS CH 48810 W09B	APP CRS 095°	Rwy Idg 5000 TDZE 47 Apt Elev 55

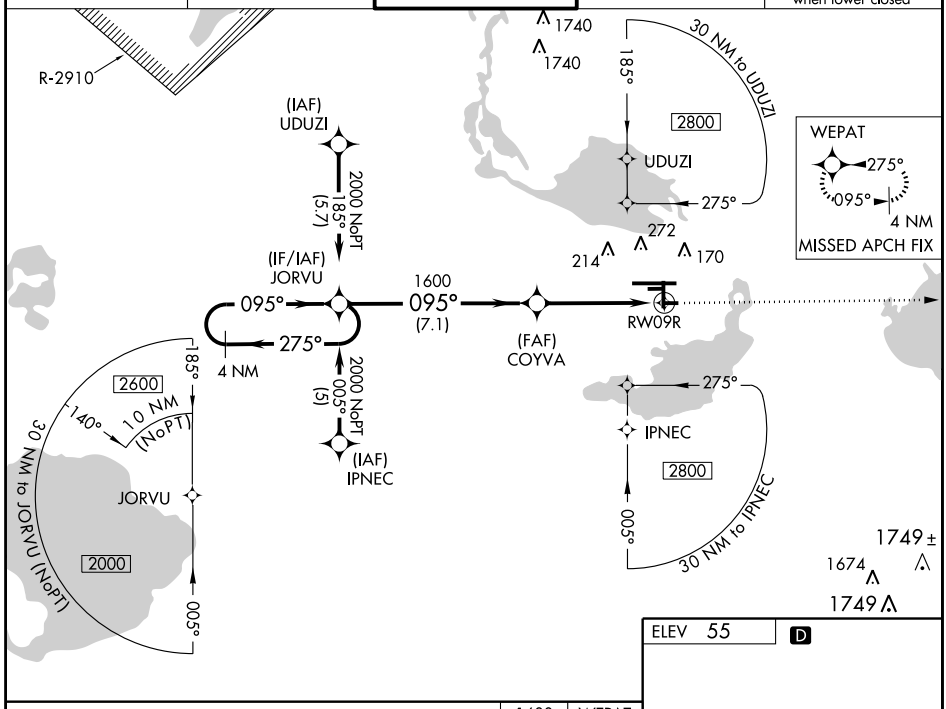
RNAV (GPS) RWY 9R
ORLANDO SANFORD INTL (SFB)

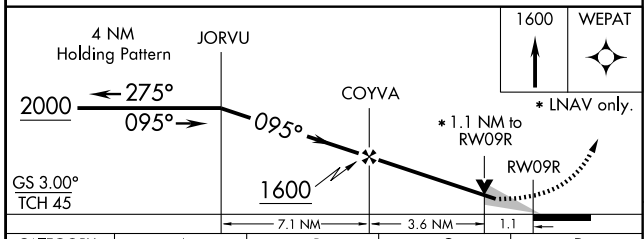
Circling to Rwy 27L NA at night. Baro-VNAV NA when using Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase LPV DA to 426, LNAV/VNAV DA to 520, all MDA 60 feet and LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cats C and D ¼ mile.

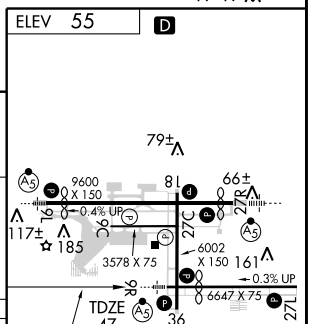
MALSR

MISSED APPROACH: Climb to 1600 direct WEPAT and hold.

ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3(CTAF) L 381.65	121.35 381.65	123.975 *121.35
				*when tower closed







CATEGORY	A	B	C	D
LPV DA	383-1¼ 336 (400-1¼)			
LNAV/VNAV DA	477-1½ 430 (500-1½)			
LNAV MDA	440-1 393 (400-1)			440-1¼ 393 (400-1¼)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS CH 63209 W27A	APP CRS 275°	Rwy Idg 9000 TDZE 50 Apt Elev 55

RNAV (GPS) RWY 27R

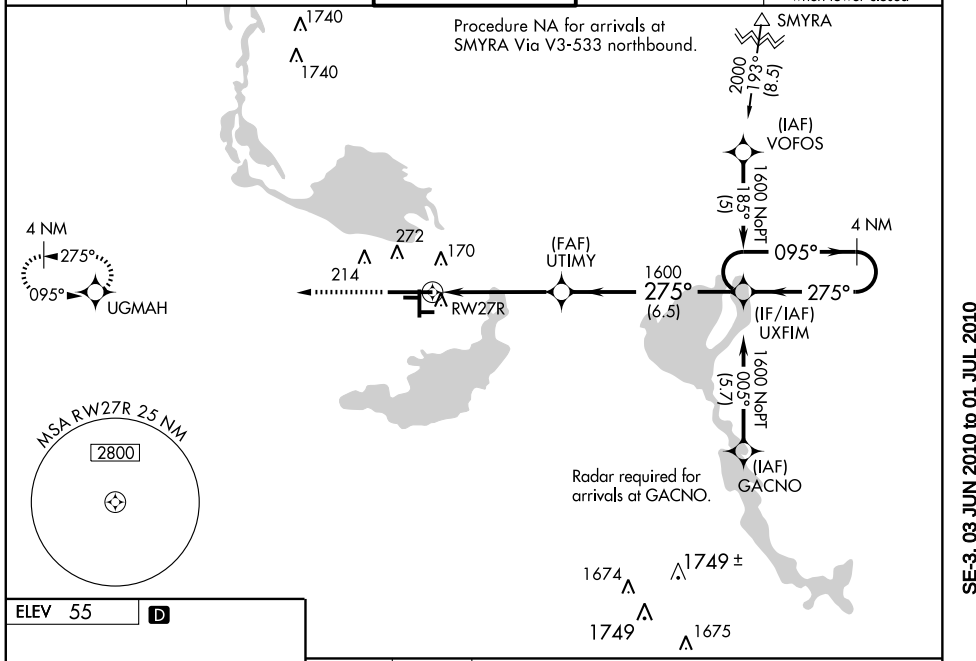
ORLANDO SANFORD INTL (SFB)

Baro-VNAV NA when using Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Executive altimeter setting. When local altimeter setting not received, use Executive altimeter setting and increase LPV DA to 293, LNAV/VNAV DA to 464, all MDA 60 feet, LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile.

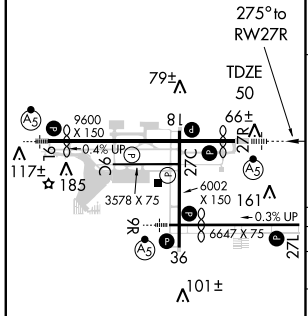
MALSR

MISSED APPROACH: Climb to 2000 direct UGMAH and hold.

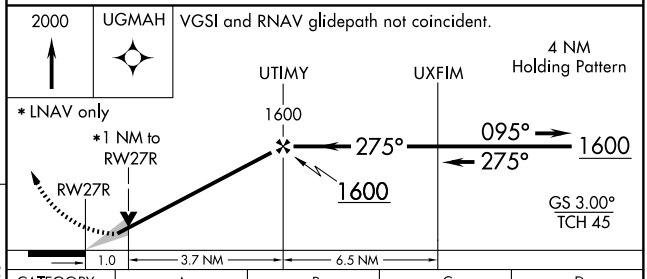
ATIS	ORLANDO APP CON	SANFORD TOWER★	GND CON	CLNC DEL
125.975	121.1 351.9	120.3 (CTAF) L 381.65	121.35 381.65	123.975 *121.35 *when tower closed



ELEV 55 D



MIRL Rwy 18-36 L
MIRL Rwys 9C-27C
HIRL Rwy 9L-27R and 9R-27L L
REIL Rwys 9C, 18, 27L and 36



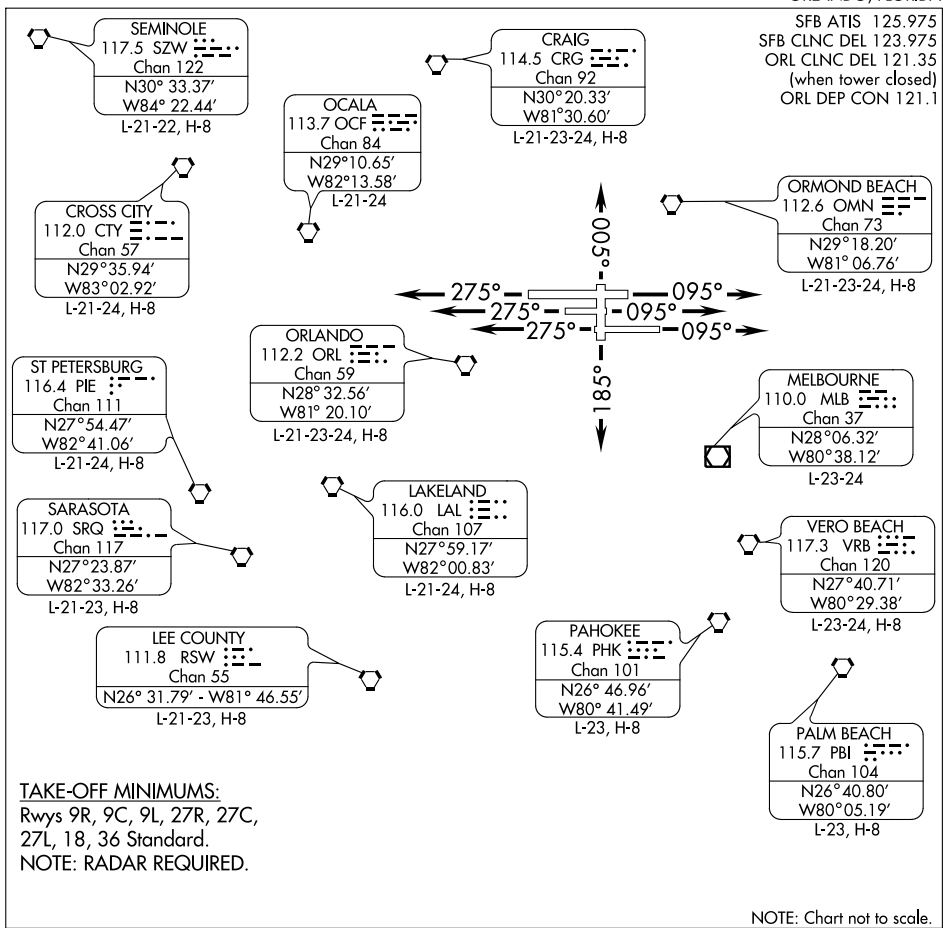
CATEGORY	A	B	C	D
LPV DA	250-½ 200 (200-½)			
LNAV/VNAV DA	421-¾ 371 (400-¾)			
LNAV MDA	420-½ 370 (400-½)			420-1 370 (400-1)
CIRCLING	580-1 525 (600-1)		580-1½ 525 (600-1½)	620-2 565 (600-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

SANFORD THREE DEPARTURE

ORLANDO SANFORD INTL (SFB)
ORLANDO, FLORIDA

SFB ATIS 125.975
SFB CLNC DEL 123.975
ORL CLNC DEL 121.35
(when tower closed)
ORL DEP CON 121.1



TAKE-OFF MINIMUMS:
Rwys 9R, 9C, 9L, 27R, 27C, 27L, 18, 36 Standard.
NOTE: RADAR REQUIRED.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 9R, 9C, 9L : Climb heading 095°. Thence. . . .
TAKE-OFF RWY 27R, 27C, 27L: Climb heading 275°. Thence. . . .
TAKE-OFF RWY 18: Climb heading 185°. Thence. . . .
TAKE-OFF RWY 36: Climb heading 005°. Thence. . . .

. . . .Expect vectors to appropriate fix. Maintain 2000. Expect further clearance to filed altitude/flight level 10 minutes after departure.

(CONTINUED ON NEXT PAGE)

SANFORD THREE DEPARTURE

TAKE-OFF OBSTACLE NOTES:

RWY 09R: Utilities beginning 430 feet from DER, 206 feet left of centerline up to 36 feet AGL/55 feet MSL. Trees beginning 986 feet from DER, 13 feet left of centerline up to 52 feet AGL/71 feet MSL. Post 1 foot from DER, 277 feet left of centerline 6 feet AGL/25 feet MSL. Utilities beginning 430 feet from DER, 109 feet right of centerline up to 36 feet AGL/55 feet MSL. Tree 1,078 feet from DER, 463 feet right of centerline 34 feet AGL/53 feet MSL.

RWY 09C: Bush 162 feet from DER, 276 feet left of centerline 8 feet AGL/57 feet MSL. Tree 2,305 feet from DER, 90 feet right of centerline up to 81 feet AGL/111 feet MSL.

RWY 09L: Trees beginning 197 feet from DER, 25 feet left of centerline up to 55 feet AGL/79 feet MSL. Pole 2,277 feet from DER, 12 feet left of centerline 32 feet AGL/61 feet MSL. Trees beginning 956 feet from DER, 280 feet right of centerline 65 feet AGL/90 feet MSL.

RWY 27R: Tower 3,434 feet from DER, 1,332 feet left of centerline, 115 feet AGL/171 feet MSL. Pole 1,378 feet from DER, 790 feet left of centerline 37 feet AGL/96 feet MSL. Trees beginning 1,355 feet from DER, 147 feet left of centerline up to 71 feet AGL/120 feet MSL. Antenna on building 130 feet from DER, 440 feet right of centerline 18 feet AGL/67 feet MSL. Trees beginning 1,453 feet from DER, 179 feet right of centerline up to 63 feet AGL/112 feet MSL.

RWY 27C: Tower 2,341 feet from DER, 544 feet left of centerline, 128 feet AGL/185 feet MSL. Rod on OL tower 2,364 feet from DER, 551 feet left of centerline 125 feet AGL/184 feet MSL.

RWY 27L: Trees beginning 2,733 feet from DER, 260 feet left of centerline up to 72 feet AGL/131 feet MSL. Fence 229 feet from DER, 16 feet right of centerline 12 feet AGL/ 51 feet MSL.

SE-3, 03 JUN 2010 to 01 JUL 2010

08157

AIRPORT DIAGRAM

AL-5459 (FAA)

ORMOND BEACH MUNI (OMN)
ORMOND BEACH, FLORIDA

ATIS 118.475
ORMOND BEACH TOWER ★
119.075
GND CON 121.625
CLNC DEL 121.625

29°18.5'N

VAR 5.6° W

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

150 X 120
17
ELEV
25
162.6°
CONTROL
TOWER
86
FIELD
ELEV
29
8
073.5°
4004 X 75
253.5°
26
ELEV
21
A
B
D
E
F
3701 X 100
342.6°
35
ELEV
27
150 X 120
FBO
ORMOND BEACH
AVIATION
FBO
SUNRISE
AVIATION

RWY 8-26
S30, D40
RWY 17-35
S30, D40

29°18'N

29°17.5'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

81°07'W

81°06.5'W

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4004
081°	TDZE	28
	Apt Elev	28

GPS RWY 8

ORMOND BEACH MUNI (OMN)

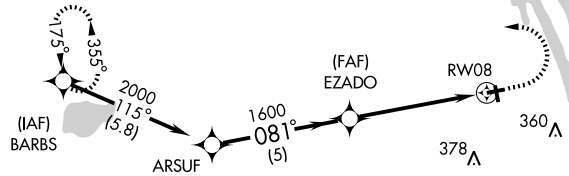
NA
ASR

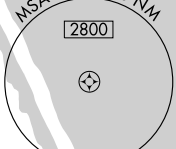
Use Daytona Beach Intl altimeter setting.

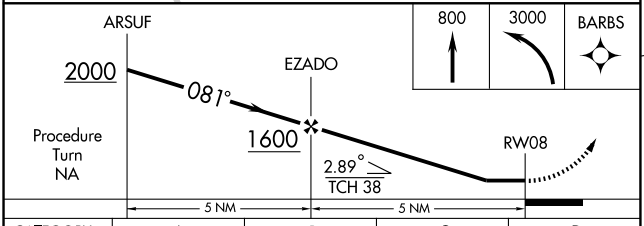
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct BARBS WP and hold.

ATIS	DAYTONA APP CON	ORMOND BEACH TOWER★	GND CON	CLNC DEL	UNICOM
118.475	125.8 385.5	119.075 (CTAF) L	121.625	121.625	123.05

1249

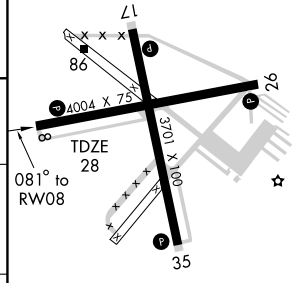






CATEGORY	A	B	C	D
S-8	420-1 392 (400-1)			NA
CIRCLING	500-1 472 (500-1)		500-1½ 472 (500-1½)	NA

ELEV 28



REIL Rwy 17 L
MIRL Rwys 8-26 and 17-35 L

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC OMN	APP CRS	Rwy Idg	3701
112.6	162°	TDZE	27
Chan 73		Apt Elev	28

VOR or GPS RWY 17

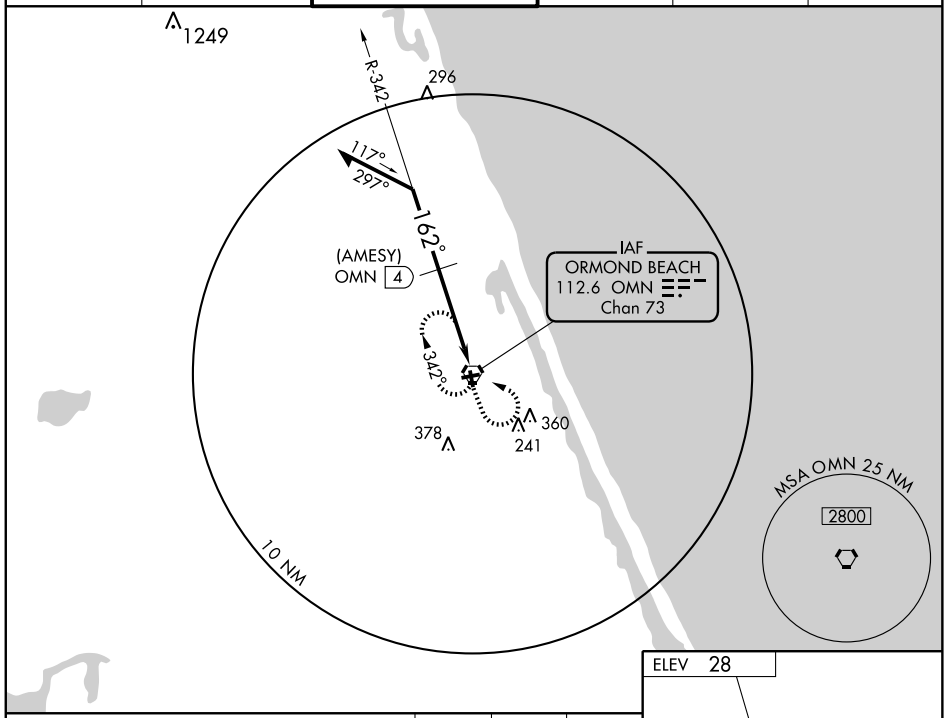
ORMOND BEACH MUNI (OMN)

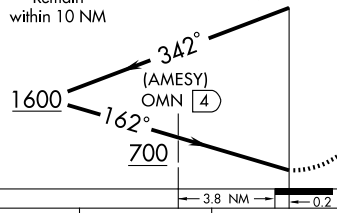
NA
ASR

Use Daytona Beach altimeter setting.

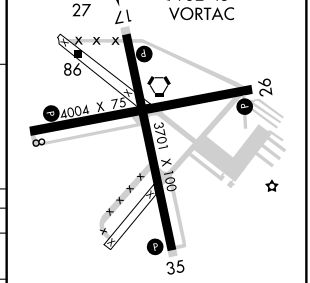
MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct OMN VORTAC and hold.

ATIS	DAYTONA APP CON	ORMOND BEACH TOWER★	GND CON	CLNC DEL	UNICOM
118.475	125.8 385.5	119.075 (CTAF) L	121.625	121.625	123.05





1000	1600	OMN
		112.6



CATEGORY	A	B	C	D
S-17	700-1	673 (700-1)	700-2 673 (700-2)	NA
CIRCLING	700-1	672 (700-1)	700-2 672 (700-2)	NA
DME MINIMUMS				
S-17	480-1	453 (500-1)	480-1¼ 453 (500-1¼)	NA
CIRCLING	500-1	472 (500-1)	500-1½ 472 (500-1½)	NA

REIL Rwy 17 L
MIRL Rwys 8-26 and 17-35 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 53408 W17A	APP CRS 176°	Rwy Idg 4016 TDZE 16 Apt Elev 16

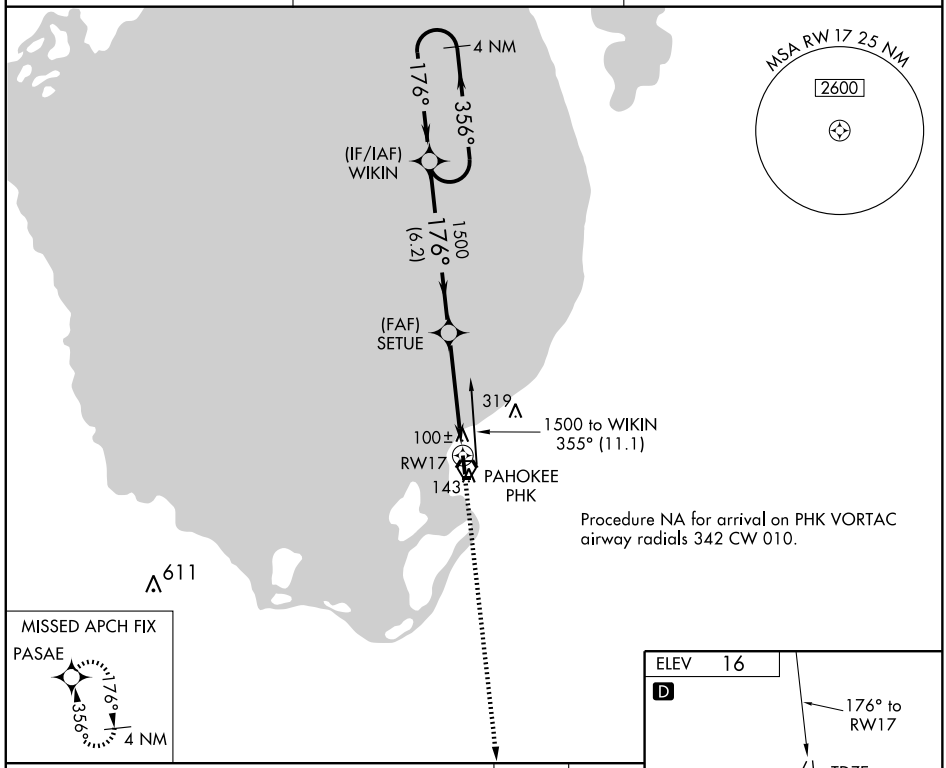
RNAV (GPS) RWY 17

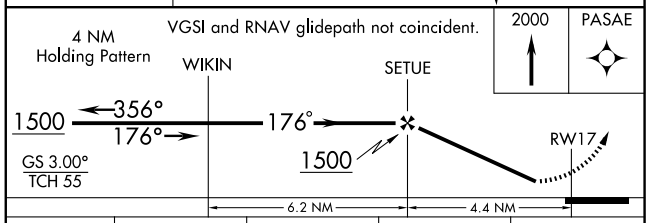
PAHOKEE/PALM BEACH COUNTY GLADES (PHK)

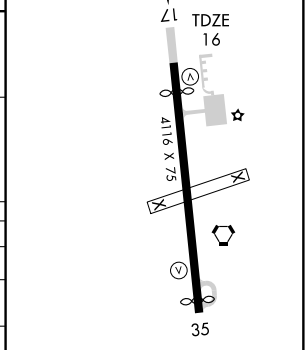
T NA — Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct PASAE and hold.

PALM BEACH INTL ASOS	PALM BEACH APP CON	UNICOM
123.75	124.6 387.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	416-1¼ 400 (400-1¼)			
LNAV/VNAV DA	436-1½ 420 (500-1½)			
LNAV MDA	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
CIRCLING	580-1 564 (600-1)		580-1½ 564 (600-1½)	580-2 564 (600-2)

MIRL Rwy 17-35 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 56408 W35A	APP CRS 356°	Rwy Idg 4069 TDZE 16 Apt Elev 16

RNAV (GPS) RWY 35

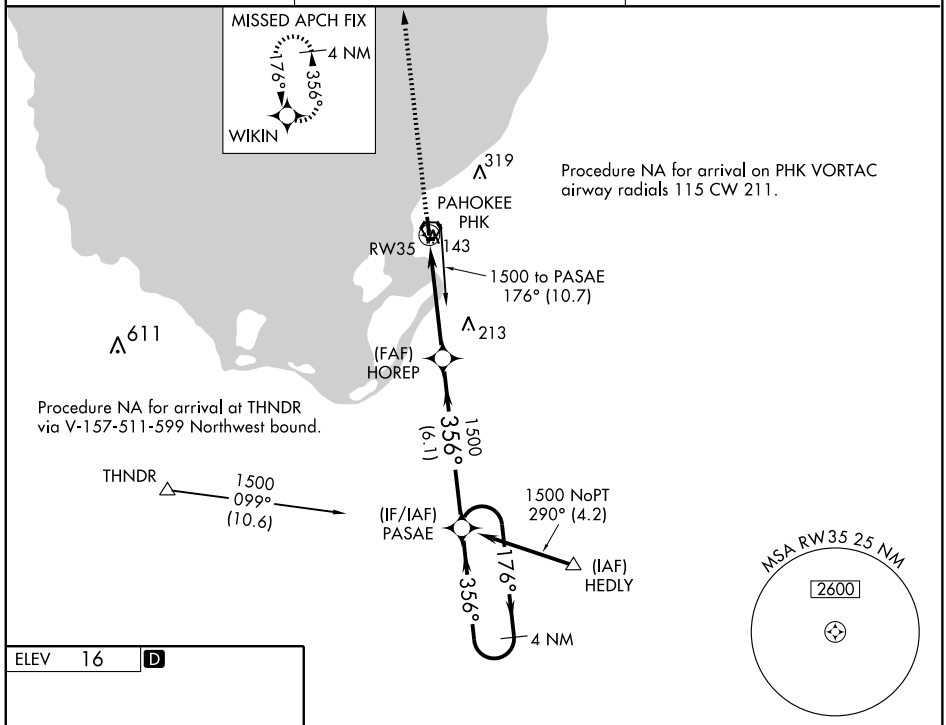
PAHOKEE/PALM BEACH COUNTY GLADES (PHK)

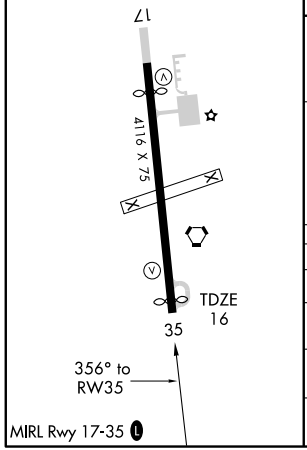
T NA

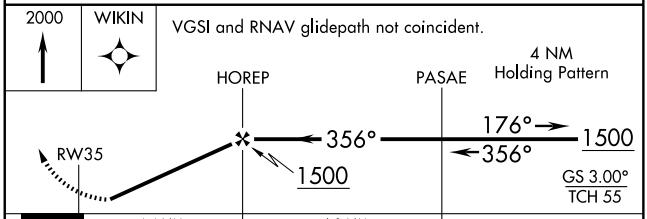
Baro-VNAV NA. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.
Use Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct WIKIN and hold.

PALM BEACH INTL ASOS	PALM BEACH APP CON	UNICOM
123.75	124.6 387.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	534-1¾ 518 (600-1¾)			
LNAV/VNAV DA	519-1¾ 503 (600-1¾)			
LNAV MDA	580-1 564 (600-1)		580-1½ 564 (600-1½)	580-1¾ 564 (600-1¾)
CIRCLING	580-1 564 (600-1)		580-1½ 564 (600-1½)	580-2 564 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC PHK	APP CRS	Rwy Idg	N/A
115.4	182°	TDZE	N/A
Chan 101		Apt Elev	16

VOR/DME-A

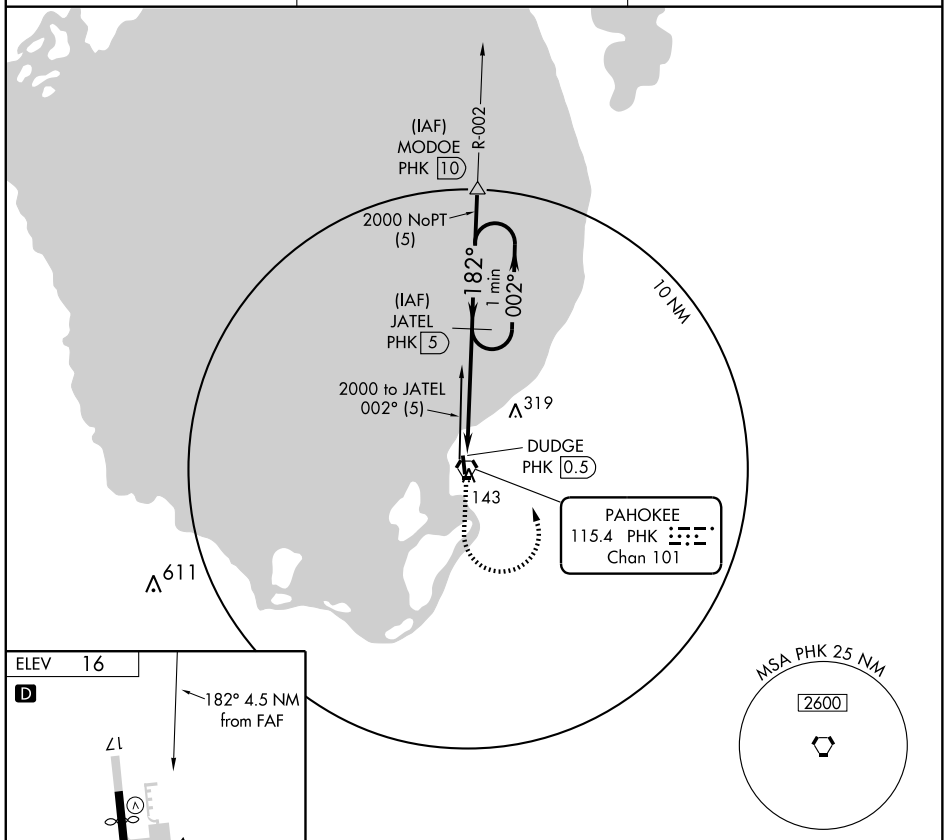
PAHOKEE/PALM BEACH COUNTY GLADES (PHK)

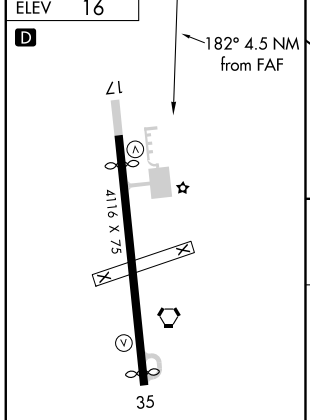
NA

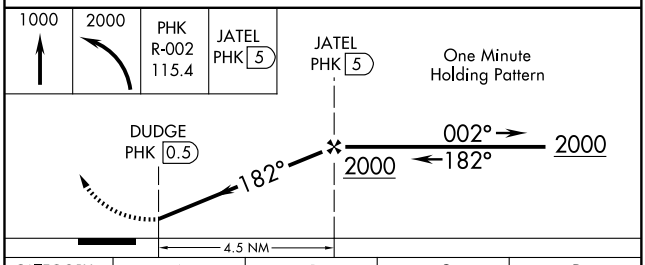
Use Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via PHK R-002 to JATEL/5 DME and hold.

PALM BEACH INTL ASOS	PALM BEACH APP CON	UNICOM
123.75	124.6 387.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	580-1	564 (600-1)	580-1½ 564 (600-1½)	580-2 564 (600-2)

MIRL Rwy 17-35 L

SE-3, 03 JUN 2010 to 01 JUL 2010

NDB IAK	APP CRS	Rwy Idg	6000
243	092°	TDZE	36
		Apt Elev	49

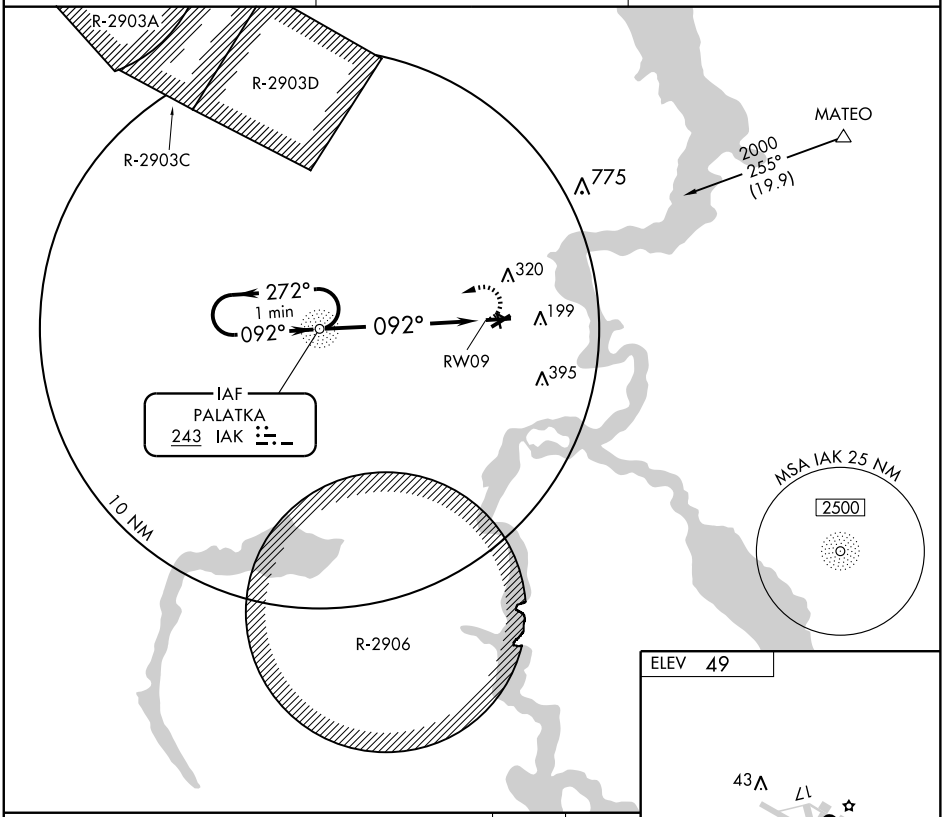
NDB or GPS RWY 9

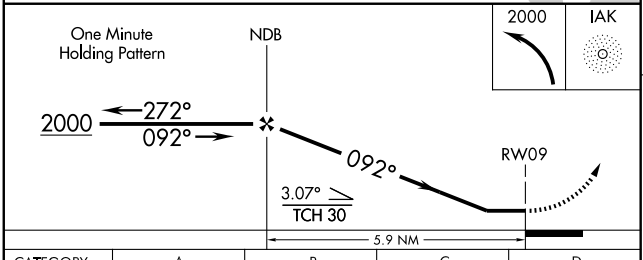
PALATKA MUNI-LT. KAY LARKIN FIELD (28J)

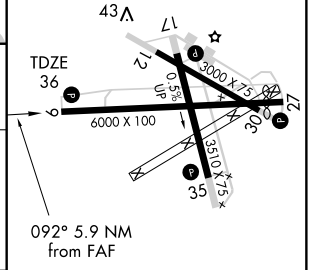
Use Gainesville Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct IAK NDB and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
119.92	121.3 269.325	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-9	620-1	584 (600-1)	620-1½ 584 (600-1½)	620-1¾ 584 (600-1¾)
CIRCLING	740-1	691 (700-1)	740-2 691 (700-2)	740-2¼ 691 (700-2¼)

MIRL Rwys 9-27 and 17-35 L

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5000
CH 49209	060°	TDZE	32
W06A		Apt Elev	33

RNAV (GPS) RWY 6

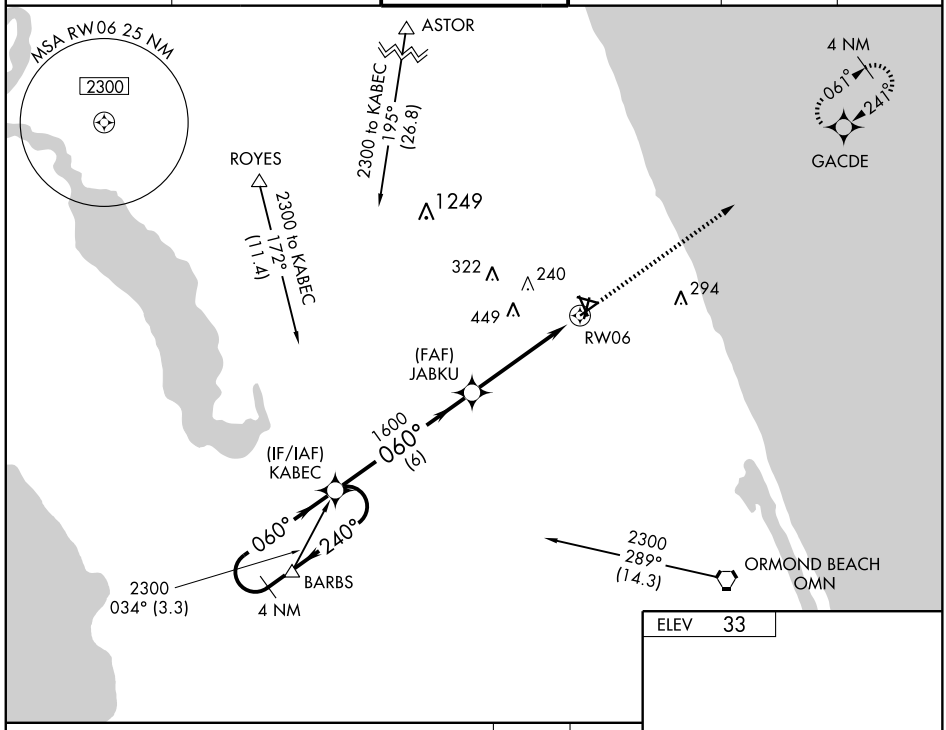
PALM COAST / FLAGLER COUNTY (XFL)

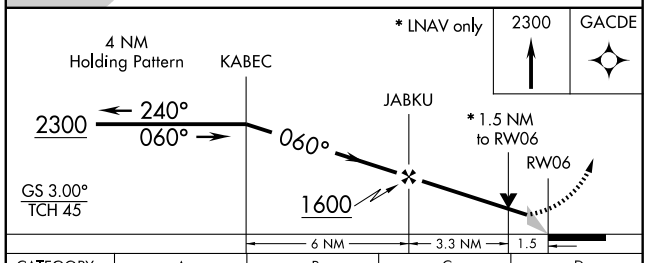
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Daytona Beach altimeter setting and increase all DA 44 feet and all MDA 60 feet and increase LNAV and Circling Cat. D visibility ¼ mile. VDP and Baro-VNAV NA when using Daytona Beach altimeter setting.

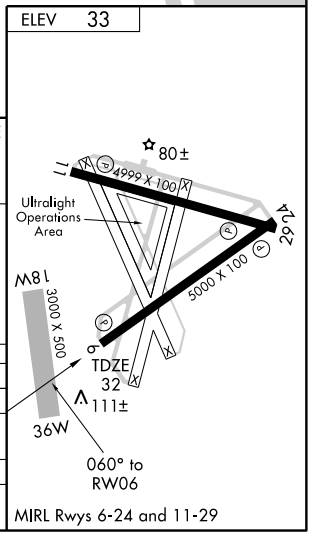
MISSED APPROACH: Climb to 2300 direct GACDE and hold.

ATIS	DAYTONA APP CON	FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8 385.5	118.95 (CTAF)	121.75	121.75	123.0





CATEGORY	A	B	C	D
LPV DA	282-1 250 (300-1)			
LNAV/VNAV DA	361-1¼ 329 (400-1¼)			
LNAV MDA	540-1 508 (600-1)		540-1½ 508 (600-1½)	
CIRCLING	540-1 507 (600-1)		540-1½ 507 (600-1½)	800-2½ 767 (800-2½)



SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4999
CH 66009	112°	TDZE	33
W11A		Apt Elev	33

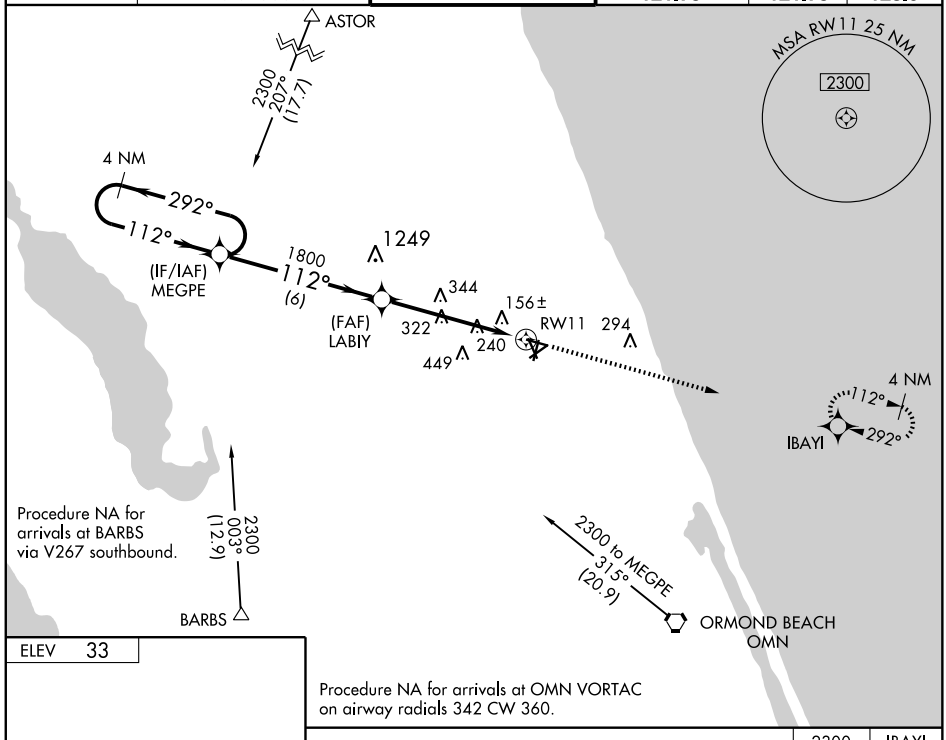
RNAV (GPS) RWY 11

PALM COAST / FLAGLER COUNTY (XFL)

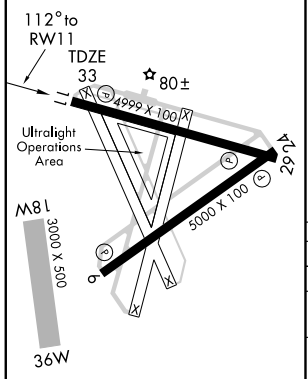
NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Daytona Beach altimeter setting and increase all DA 44 feet and all MDA 60 feet, and increase LNAV/VNAV all Cats. and Circling Cat. D visibility ¼ mile. Baro-VNAV NA when using Daytona Beach altimeter setting.

MISSED APPROACH: Climb to 2300 direct IBAYI and hold.

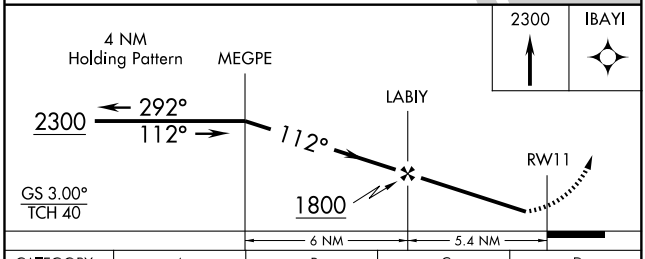
ATIS	DAYTONA APP CON	FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8 385.5	118.95 (CTAF)	121.75	121.75	123.0



Procedure NA for arrivals at OMN VORTAC on airway radials 342 CW 360.



MIRL Rwys 6-24 and 11-29



CATEGORY	A	B	C	D
LPV DA	353-1¼ 320 (400-1¼)			
LNAV/ VNAV DA	460-1½ 427 (500-1½)			
LNAV MDA	640-1 607 (700-1)		640-1¾ 607 (700-1¾)	640-2 607 (700-2)
CIRCLING	640-1 607 (700-1)		640-1¾ 607 (700-1¾)	800-2½ 767 (800-2½)

SE-3. 03 JUN 2010 to 01 JUL 2010

PALM COAST, FLORIDA AL-6440 (FAA)

APP CRS	Rwy ldg	5000
241°	TDZE	32
	Apt Elev	33

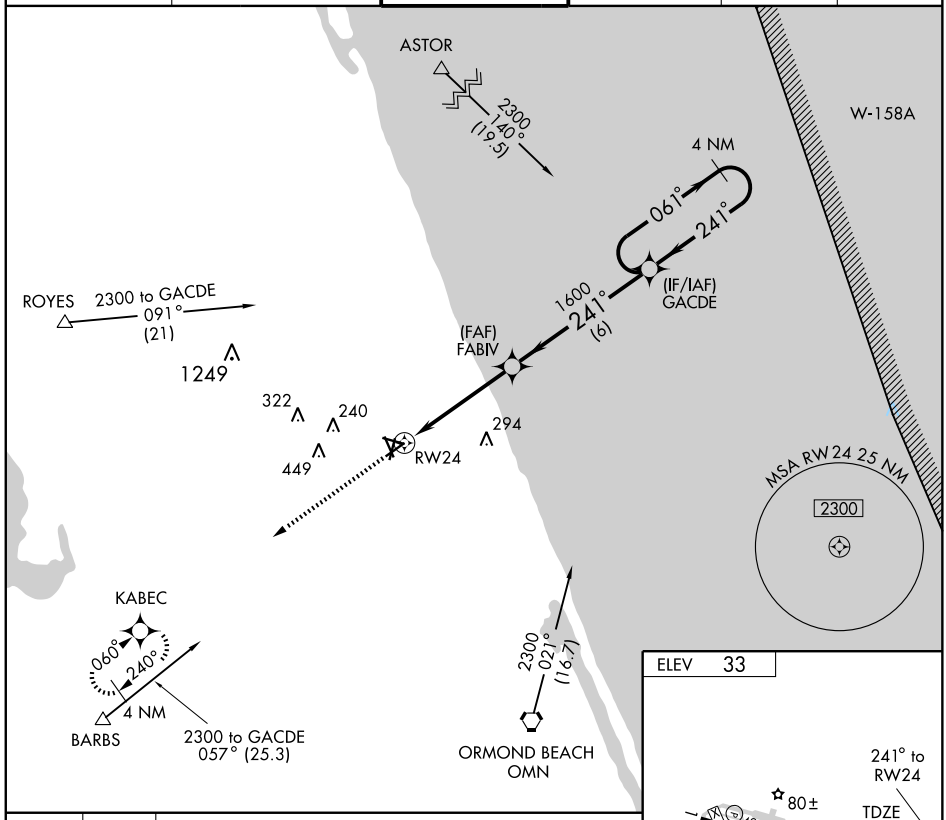
RNAV (GPS) RWY 24

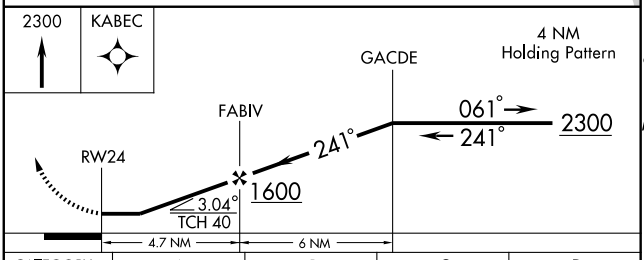
PALM COAST / FLAGLER COUNTY (XFL)

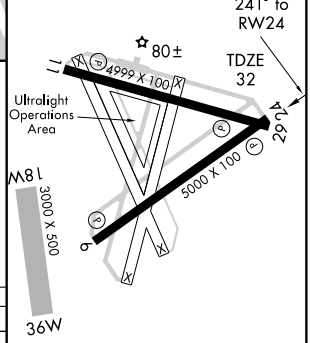
If local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct KABEC and hold.

ATIS	DAYTONA APP CON	FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8 385.5	118.95 (CTAF)	121.75	121.75	123.0







MIRL Rwys 6-24 and 11-29

CATEGORY	A	B	C	D
LNAV MDA	500-1	468 (500-1)	500-1¼ 468 (500-1¼)	500-1½ 468 (500-1½)
CIRCLING	500-1	467 (500-1)	500-1½ 467 (500-1½)	800-2½ 767 (800-2½)

SE-3. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4999
292°	TDZE	33
	Apt Elev	33

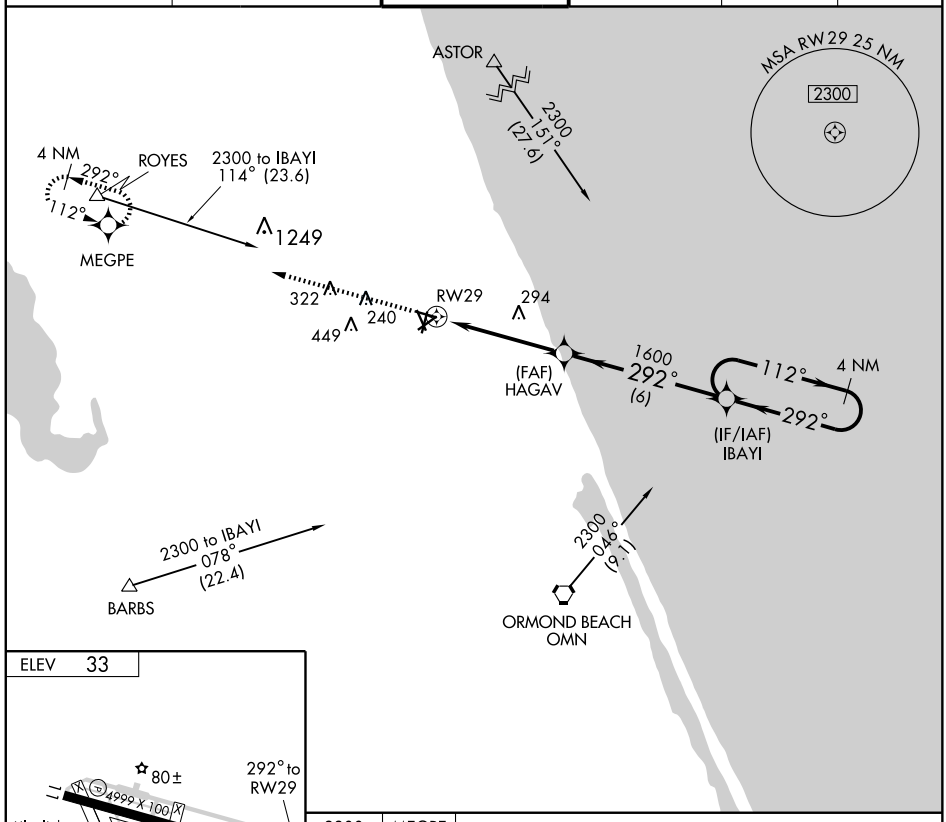
RNAV (GPS) RWY 29

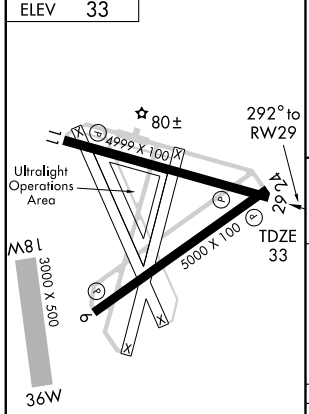
PALM COAST / FLAGLER COUNTY (XFL)

▼ NA — If local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.

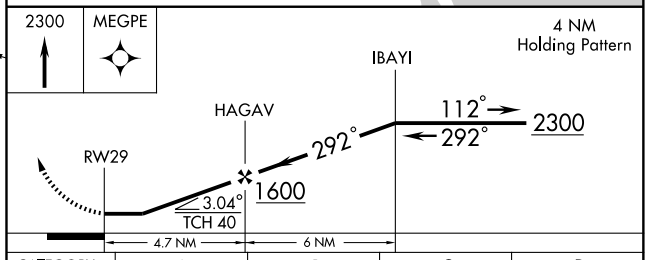
MISSED APPROACH: Climb to 2300 direct MEGPE and hold.

ATIS	DAYTONA APP CON	FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8 385.5	118.95 (CTAF)	121.75	121.75	123.0





MIRL Rwys 6-24 and 11-29



CATEGORY	A	B	C	D
LNAV MDA	560-1 527 (600-1)		560-1½ 527 (600-1½)	560-1¾ 527 (600-1¾)
CIRCLING	560-1 527 (600-1)		560-1½ 527 (600-1½)	800-2½ 767 (800-2½)

SE-3. 03 JUN 2010 to 01 JUL 2010

VORTAC OMN 112.6 Chan 73	APP CRS 334°	Rwy Idg N/A TDZE N/A Apt Elev 33

VOR-A

PALM COAST / FLAGLER COUNTY (XFL)

V A NA — If local altimeter setting not received, use Daytona Beach altimeter setting and increase all MDAs 60 feet. RADAR or DME REQUIRED.

MISSED APPROACH: Climb to 1000 then climbing right turn to 4000 via OMN R-342 to BULLI Int and hold.

ATIS	DAYTONA APP CON	FLAGLER TOWER ★	GND CON	CLNC DEL	UNICOM
128.325	125.8 385.5	118.95 (CTAF)	121.75	121.75	123.0

116.2 GNV Chan 109
R-101
162°
342°
BULLI
OMN 16.7
1249
R-342
322
240
449
294
10 NM
POPPM
OMN 6
RADAR
1600 (6)
334°
IAF
ORMOND BEACH
112.6 OMN
Chan 73
MSA OMN 25 NM
2800
1 min
154°
334°
R-154
NoPT for arrivals on OMN VORTAC airway radials 183 CW 211.

ELEV 33

80±
11
4999 X 100
Ultralight Operations Area
29
5000 X 100
18W
3000 X 500
9
36W
334° 4.8 NM from FAF

MIRL Rwys 6-24 and 11-29

1000
4000
OMN R-342
112.6
BULLI
POPPM
OMN 6
RADAR
VORTAC
One Minute Holding Pattern
OMN 10.8
334°
1600
154°
334°
1600
4.8 NM
6 NM

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

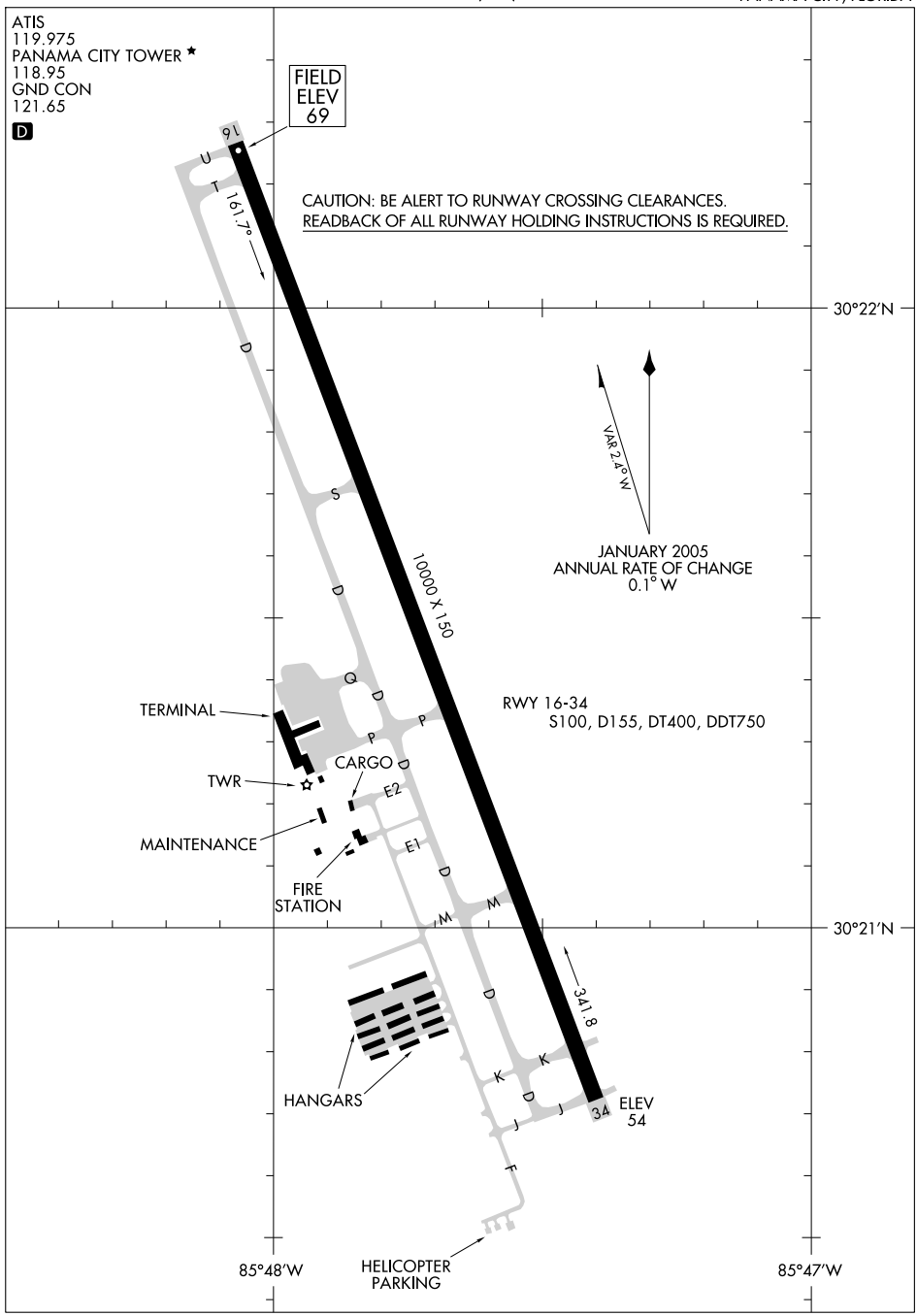
CATEGORY	A	B	C	D
CIRCLING	560-1 527 (600-1)		560-1½ 527 (600-1½)	800-2½ 767 (800-2½)

SE-3, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

PANAMA CITY/NORTHWEST FLORIDA - PANAMA CITY INTL (ECP)
AL-10416 (FAA)
PANAMA CITY, FLORIDA

ATIS
119.975
PANAMA CITY TOWER ★
118.95
GND CON
121.65
D



SE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PUK	APP CRS	Rwy Idg	10000
111.15	162°	TDZE	69
Chan 48 (Y)		Apt Elev	69

ILS or LOC/DME RWY 16

PANAMA CITY/NORTHWEST FLORIDA-PANAMA CITY INTL (ECP)

DME Required.
Circling NA to Rwys 3 and 21.

MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via heading 025° and MAI VORTAC R-237 to OLISS/MAI VORTAC 33 DME and hold, continue climb-in-hold to 4000.

ATIS	TYNDALL APP CON ★	PANAMA CITY TOWER ★	GND CON
119.975	124.15 341.7	118.95 (CTAF)	121.65

DME REQUIRED

670

(IAF)
LAARA
CEW 39.1

342°

3000 to OTTOE
183° (9.5) and
LOC (6)

(EWQIX)

10 NM

R-2917

R-2914A

(IF)
OTTOE
I-PUK 13.7
RADAR

2000
(6.1)
162°

OLISS
MAI 33

057°
237°
MAI 114.0
Chan 87

R-237

LIVVY
I-PUK 7.6
RADAR

SIKDE
I-PUK 3.5

164±

LOCALIZER 111.15
I-PUK
Chan 48 (Y)

440

552

R-2914B

ELEV 69

D

162° 5.8 NM
from FAF

TDZE
69

10000 X 150

34

TDZ/CL Rwy 16
HIRL 16-34
REIL Rwy 34

Procedure
Turn
NA

OTTOE
I-PUK 13.7
RADAR

Use I-PUK DME when on the localizer course.

LIVVY
I-PUK 7.6
RADAR

3000

162°

2000

2000

SIKDE
I-PUK 3.5

I-PUK
1.8

*640

GS 3.00°
TCH 55

VGSI and ILS glidepath not coincident.

6.1 NM 4.1 NM 1.7 NM

600	4000 hdg 025°	MAI R-237	OLISS MAI 33

* LOC only.

CATEGORY	A	B	C	D
S-ILS 16	269-½ 200 (200-½)			
S-LOC 16	420-½ 351 (400-½)			420-¾ 351 (400-¾)
CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	620-2 551 (600-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	10000
CH 63017	162°	TDZE	69
W16A		Apt Elev	69

RNAV (GPS) RWY 16

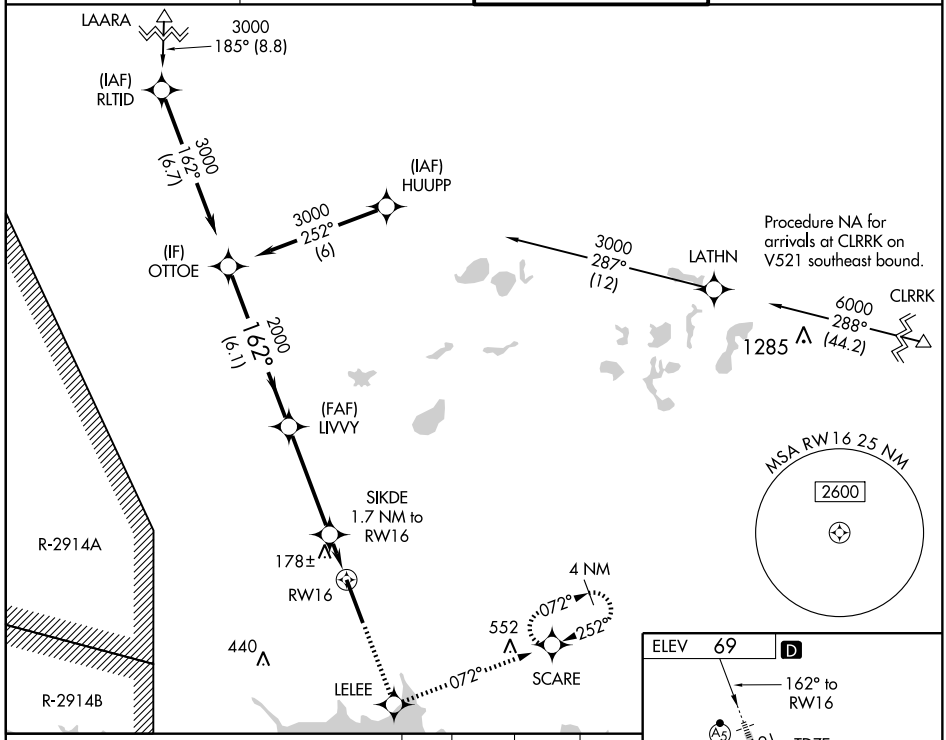
PANAMA CITY/NORTHWEST FLORIDA-PANAMA CITY INTL (ECP)

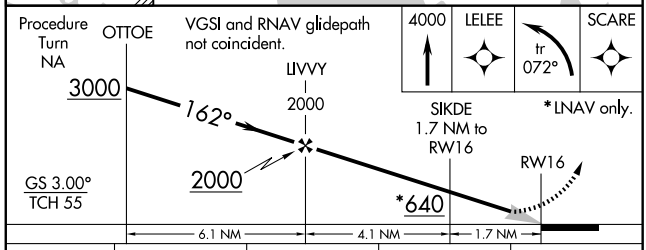
For inoperative MALSR, increase LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Circling NA to Rwys 3 and 21.

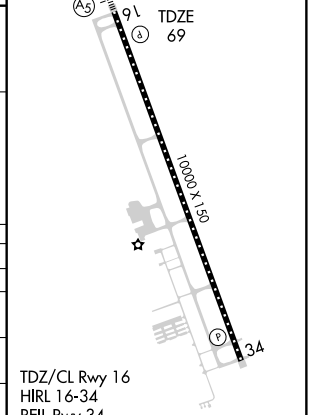
MALSR

MISSED APPROACH: Climb to 4000 direct LELEE and left turn on track 072° to SCARE and hold, continue climb-in-hold to 4000.

ATIS	TYNDALL APP CON ★	PANAMA CITY TOWER ★	GND CON
119.975	124.15 341.7	118.95 (CTAF)	121.65







CATEGORY	A	B	C	D
LPV DA	269-½ 200 (200-½)			
LNAV/VNAV DA	478-1 409 (500-1)			
LNAV MDA	440-½ 371 (400-½)			440-1 371 (400-1)
CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	620-2 551 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	10000
CH 93817	342°	TDZE	62
W34A		Apt Elev	69

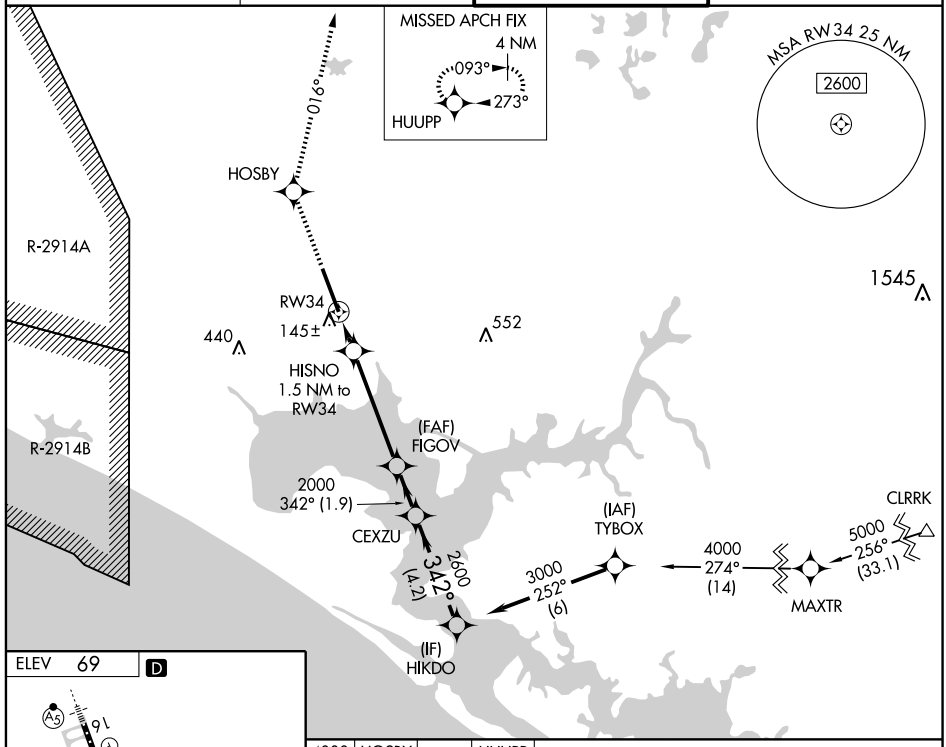
RNAV (GPS) RWY 34

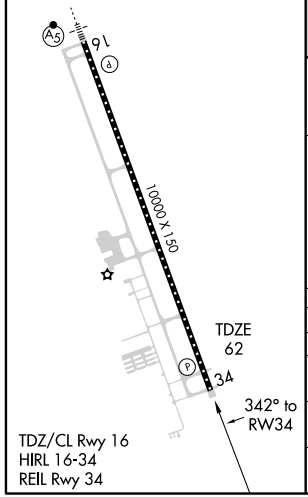
PANAMA CITY/NORTHWEST FLORIDA-PANAMA CITY INTL (ECP)

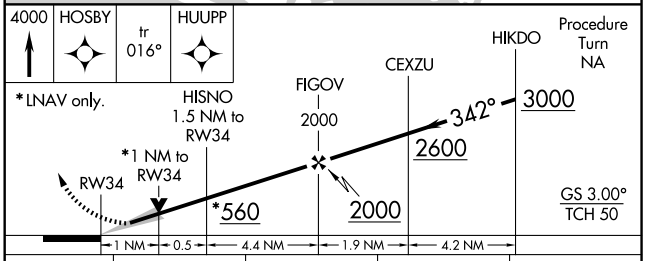
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Circling NA to Rwys 3 and 21.

MISSED APPROACH: Climb to 4000 direct HOSBY and on track 016° to HUUPP and hold, continue climb-in-hold to 4000.

ATIS	TYNDALL APP CON ★	PANAMA CITY TOWER ★	GND CON
119.975	124.15 341.7	118.95 (CTAF)	121.65

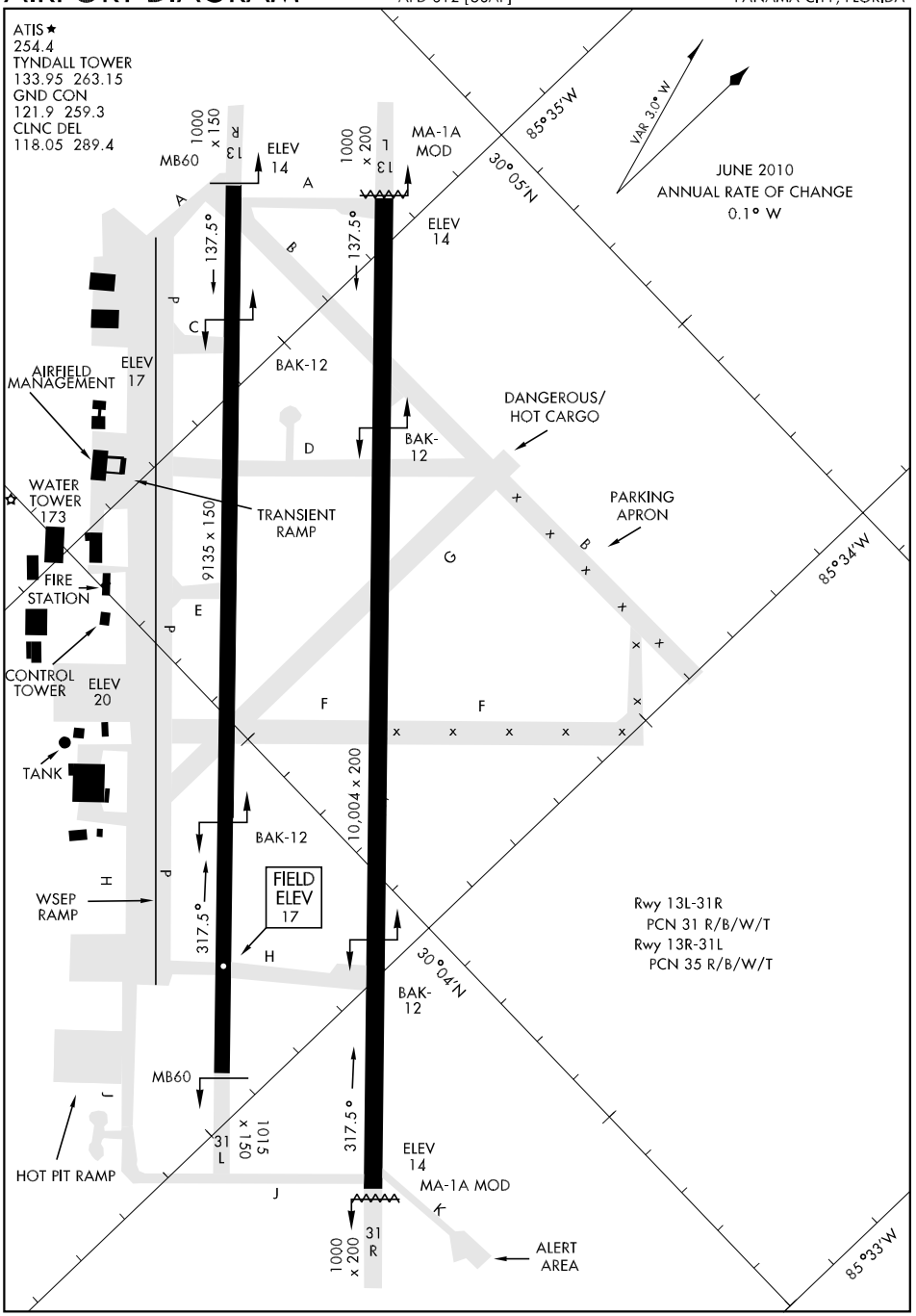






CATEGORY	A	B	C	D
LPV DA	262-¾ 200 (200-¾)			
LNAV/VNAV DA	415-1¼ 353 (400-1¼)			
LNAV MDA	420-1 358 (400-1)			420-1¼ 358 (400-1¼)
CIRCLING	520-1 451 (500-1)		520-1½ 451 (500-1½)	620-2 551 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010



SE-3, 03 JUN 2010 to 01 JUL 2010

HI-ILS or LOC RWY 13L

LOC I-TYF	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-312 [USAF]	TYNDALL AFB (KPAM)
111.5	135°	10,004 / 14 / 17		

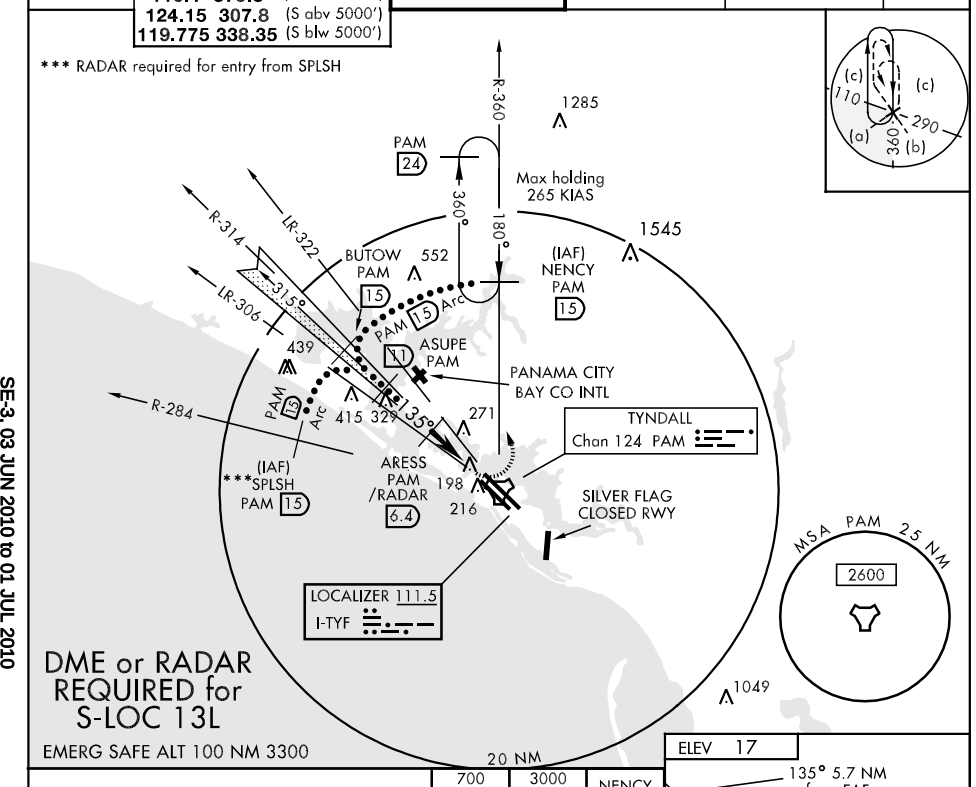
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½, CAT E vis to 1¾ miles.

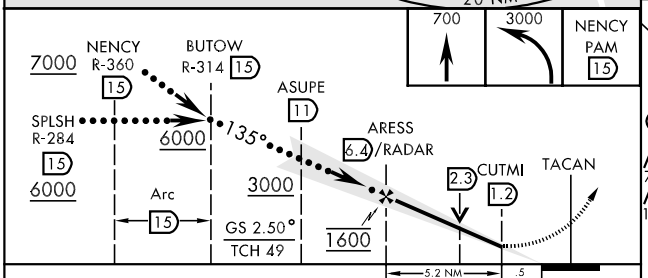
ALSF-1 (A1)

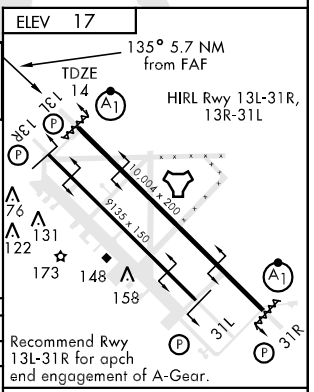
MISSED APPROACH: Fly runway heading and climb to 700, then climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON		TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1	(N abv 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	
	119.1 379.3	(N blw 5000′)				
	124.15 307.8	(S abv 5000′)				
	119.775 338.35	(S blw 5000′)				

*** RADAR required for entry from SPLSH







CATEGORY	C	D	E
S-ILS 13L *	214/24	200 (200-½)	
S-LOC 13L **	480/40 466 (500-¾)	480/50 466 (500-1)	480/60 466 (500-1¼)
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

LOC FAF to MAP 5.2 NM					
Knots	120	140	160	180	200
Min:Sec	2:36	2:14	1:57	1:44	1:34

SE-3, 03 JUN 2010 to 01 JUL 2010

HI-ILS or LOC RWY 31R

LOC I-PAM	APCH CRS	Rwy ldg 10,004 / TDZE 14 / Arpt Elev 17
110.1	315°	

JAL-312 [USAF]

TYNDALL AFB (KPAM)

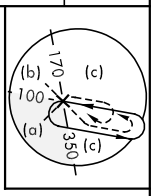
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

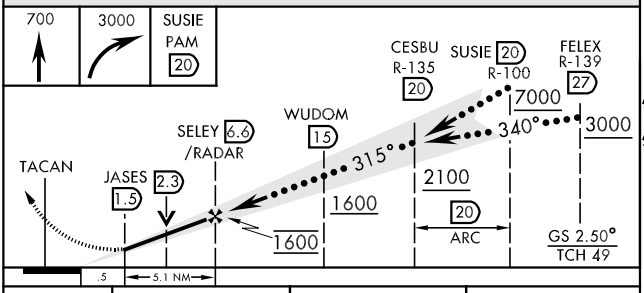
MISSED APPROACH: Fly runway heading and climb to 700 then climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

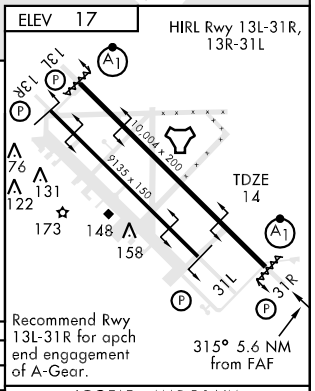
ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	

DME or RADAR REQUIRED for S-LOC 31R



EMERG SAFE ALT 100 NM 3300





CATEGORY	C	D	E
S-ILS 31R *	214/24 200 (200-½)		
S-LOC 31R **	420/40 406 (500-¾)		420/50 406 (500-1)
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2 ¼ 603 (700-2¼)

LOC FAF to MAP 5.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:33	2:11	1:55	1:42	1:32

SE-3, 03 JUN 2010 to 01 JUL 2010

HI-TACAN RWY 13L

TACAN	PAM	APCH CRS	Rwy ldg	10,004
Chan	124	126°	TDZE	14
			Arpt Elev	17

JAL-312 [USAF]

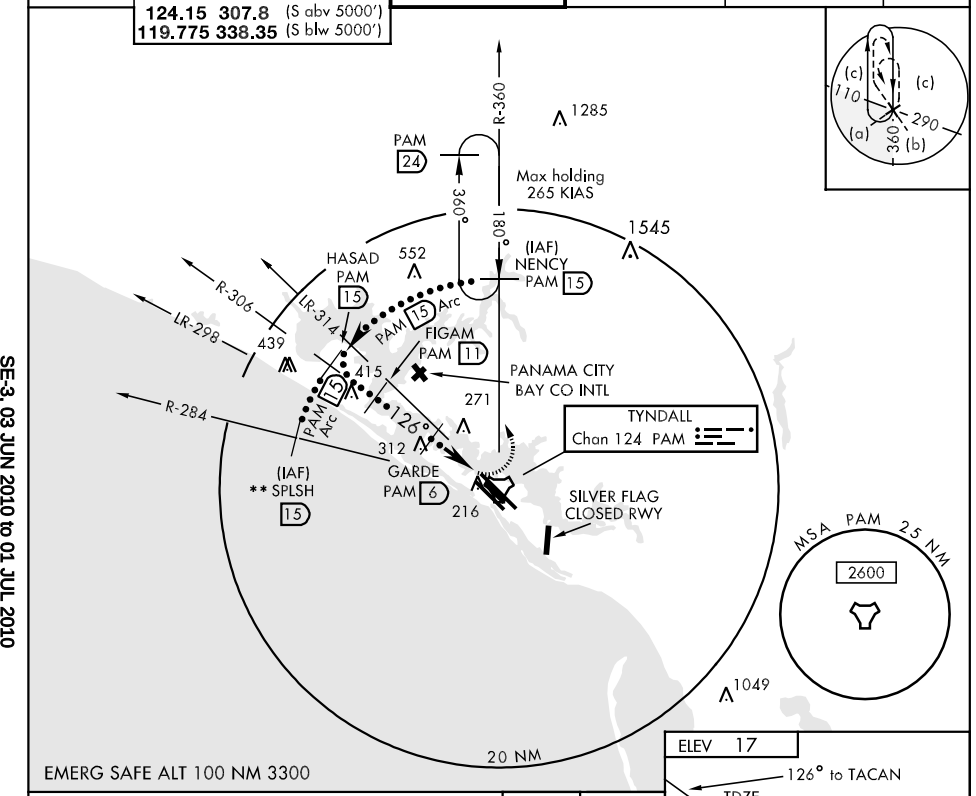
TYNDALL AFB (KPAM)

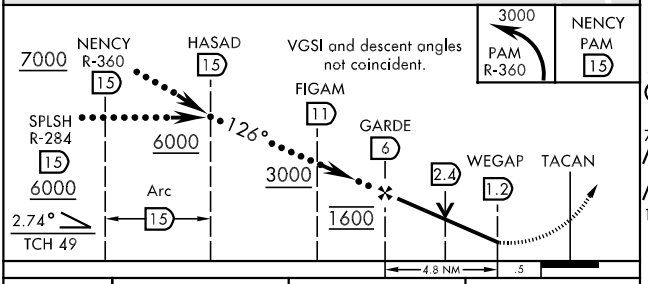
* When ALS inop, increase CAT CD RVR to 60 and vis to 1½ miles, CAT E vis to 1¾ miles.
** RADAR required for entry from SPLSH

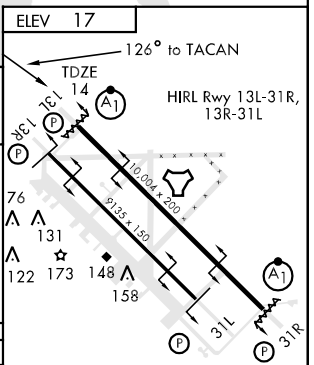
ALSF-1

MISSED APPROACH: Climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	C	D	E
S-TAC-13L*	520/50 506 (600-1)		520/60 506 (600-1¼)
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

Recommend Rwy 13L-31R for apch end engagement of A-Gear.

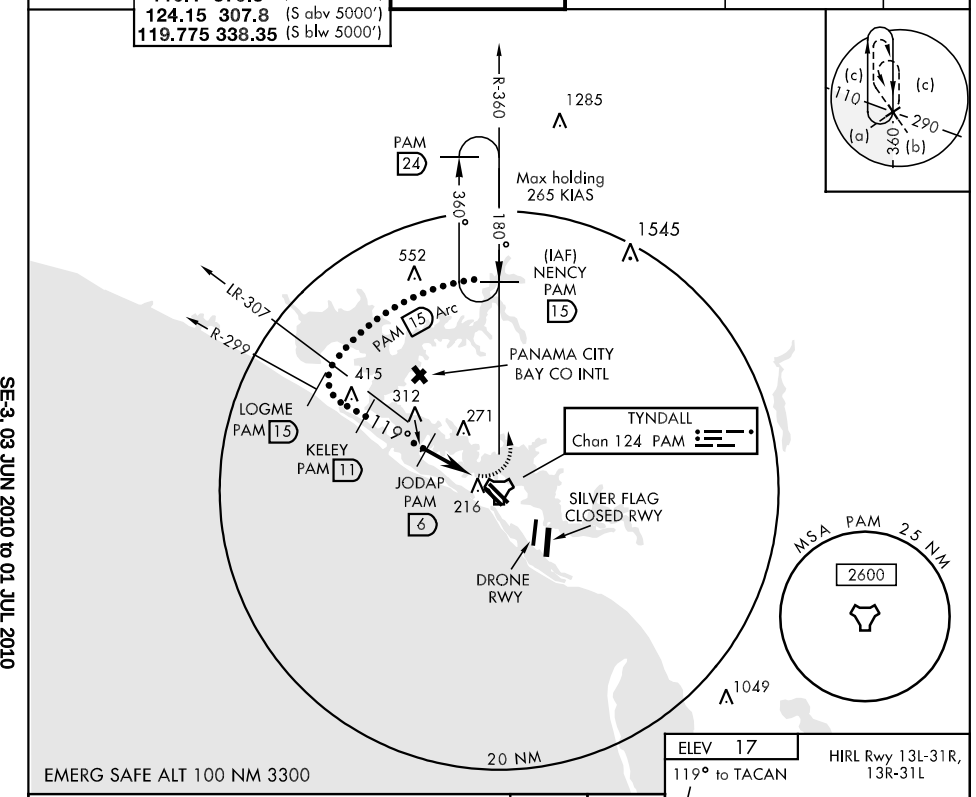
SE-3, 03 JUN 2010 to 01 JUL 2010

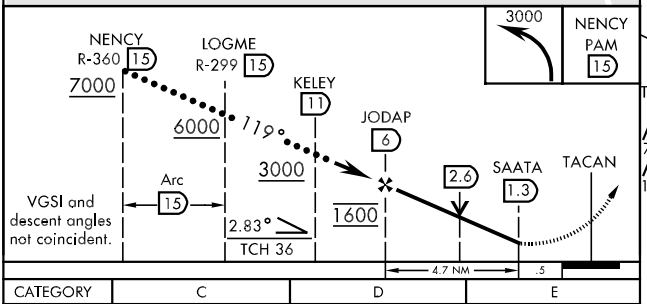
HI-TACAN RWY 13R

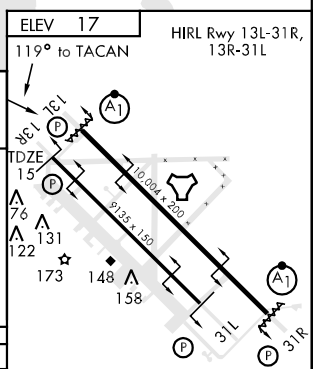
TACAN PAM Chan 124	APCH CRS 119°	Rwy ldg 9135 TDZE 15 Arpt Elev 17	JAL-312 [USAF]	TYNDALL AFB (KPAM)

MISSED APPROACH: Climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	C	D	E
S-13R	520-1½ 505 (600-1½)		520-1¾ 505 (600-1¾)
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

Recommend Rwy 13L-31R for apch end engagement of A-Gear.

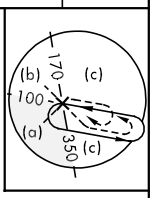
SE-3, 03 JUN 2010 to 01 JUL 2010

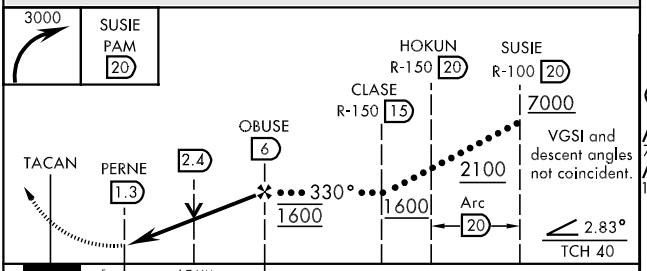
HI-TACAN RWY 31L

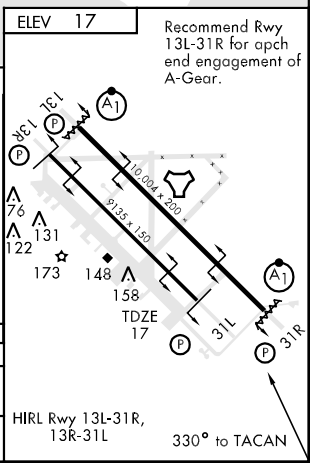
TACAN PAM Chan 124	APCH CRS 330°	Rwy Idg 9135 / TDZE 17 / Arpt Elev 17	JAL-312 [USAF]	TYNDALL AFB (KPAM)

MISSED APPROACH: Climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	C	D	E
S-31L	460-1¼ 443 (500-1¼)	460-1½ 443 (500-1½)	
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

SE-3, 03 JUN 2010 to 01 JUL 2010

HI-TACAN RWY 31R

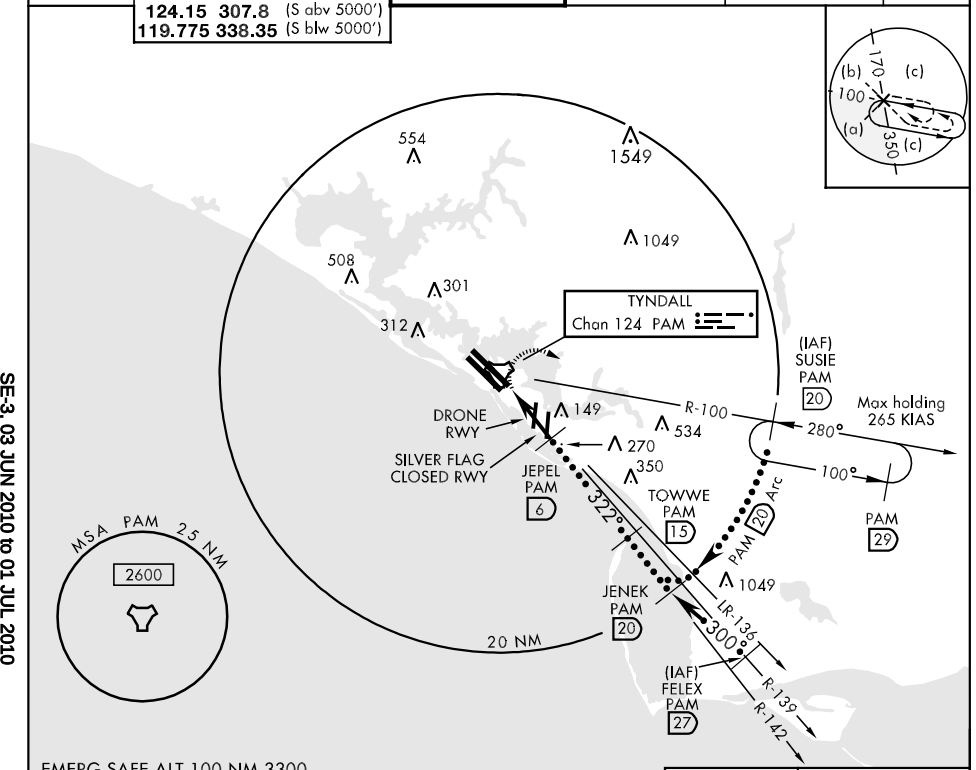
TACAN PAM Chan 124	APCH CRS 322°	Rwy ldg 10,004 TDZE 14 Arpt Elev 17	JAL-312 [USAF]	TYNDALL AFB (KPAM)

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

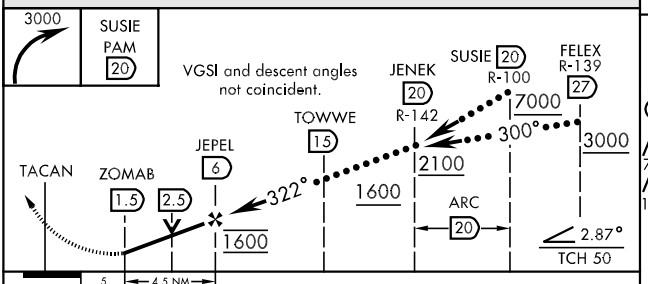
ALSF-1

MISSED APPROACH: Climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

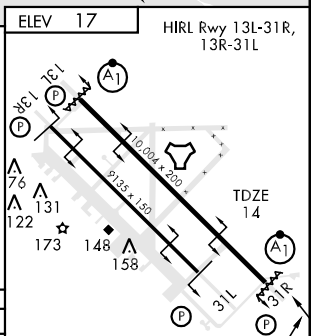
ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	



EMERG SAFE ALT 100 NM 3300



CATEGORY	C	D	E
S-31R *	460/40 446 (500-¾)	460/50 446 (500-1)	
CIRCLING	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)



SE-3, 03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 13L

TYNDALL AFB (KPAM)

LOC I-TYF	APCH CRS	Rwy ldg 10,004 / TDZE 14 / Arpt Elev 17
111.5	135°	AL-312 [USAF]

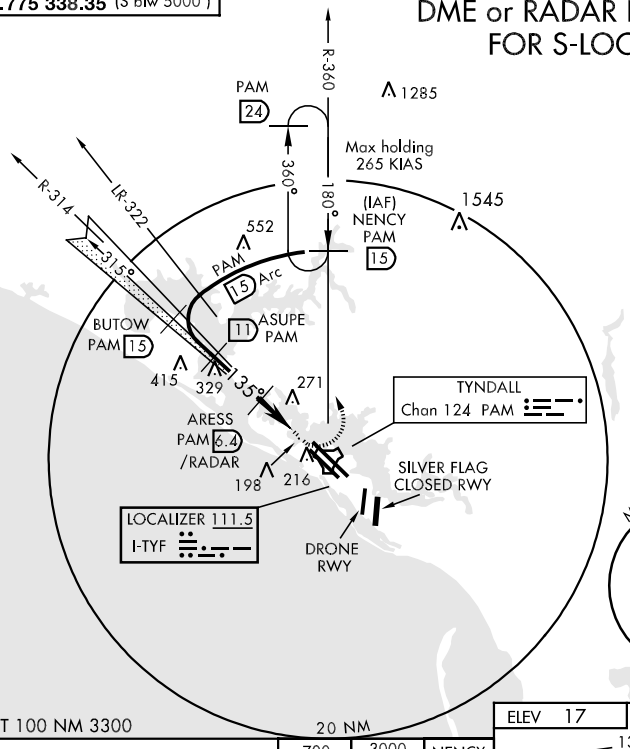
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½.

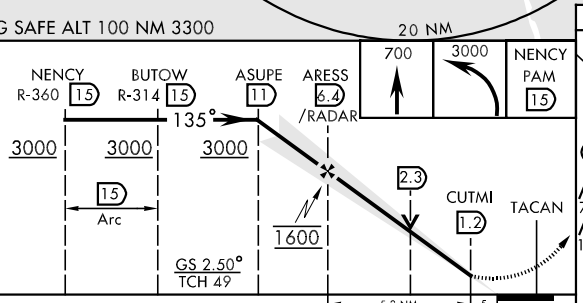
ALSF-1

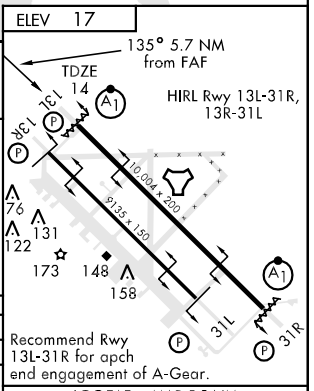
MISSED APPROACH: Fly rwy heading and climb to 700, then climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	

DME or RADAR REQUIRED FOR S-LOC 13L







CATEGORY	A	B	C	D
S-ILS 13L *	214/24		200 (200-½)	
S-LOC 13L**	480/24 466 (500-½)		480/40 466 (500-¾)	480/50 466 (500-1)
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)

LOC FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

ILS or LOC RWY 13L

SE-3, 03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 31R

LOC I-PAM	APCH CRS	Rwy ldg 10,004 / TDZE 14 / Arpt Elev 17
110.1	315°	

AL-312 [USAF]

TYNDALL AFB (KPAM)

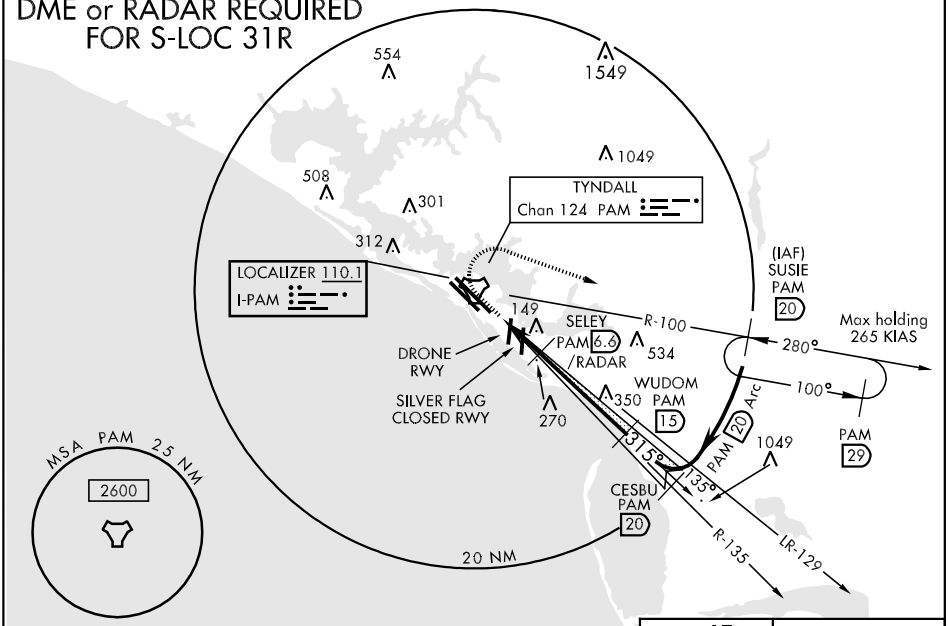
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles.

ALSF-1

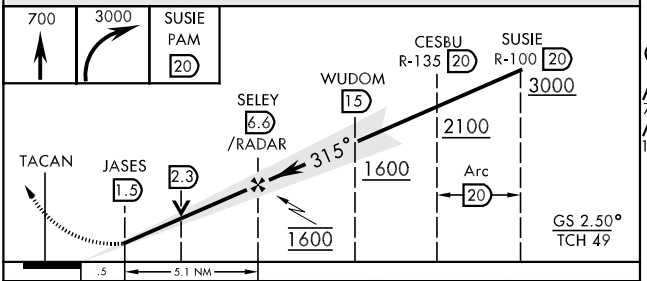
MISSED APPROACH: Fly rwy heading and climb to 700 , then climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

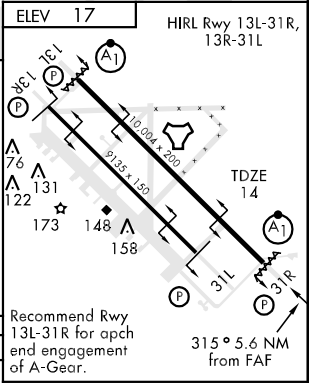
ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	

DME or RADAR REQUIRED FOR S-LOC 31R



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D
S-ILS 31R*	214/24		200 (200-½)	
S-LOC 31R**	420/24 406 (500-½)		420/40 406 (500-¾)	
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)

LOC FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 13L

TACAN PAM Chan 124	APCH CRS 126°	Rwy ldg 10,004 TDZE 14 Arpt Elev 17

AL-312 [USAF]

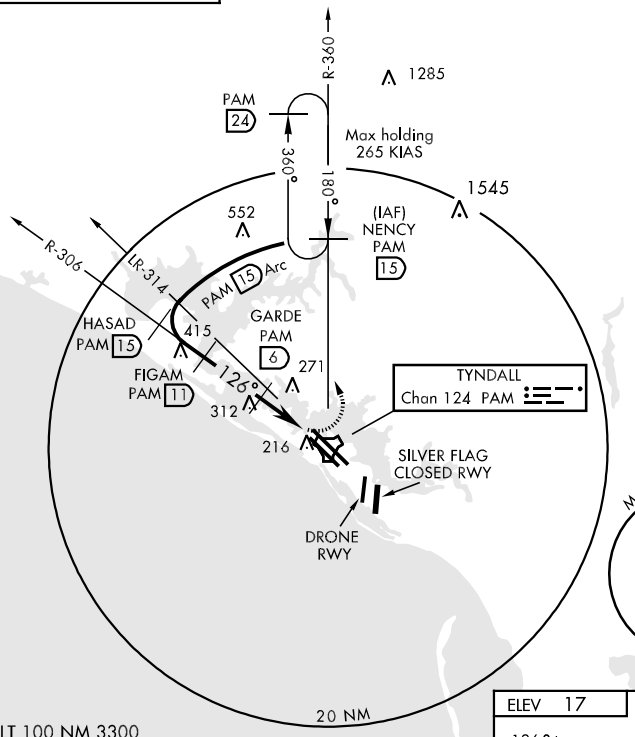
TYNDALL AFB (KPAM)

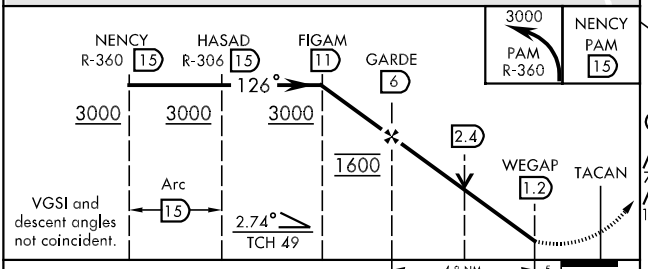
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles.

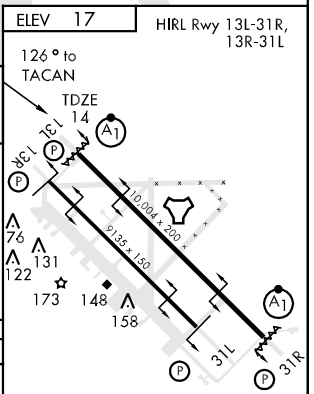
ALSF-1 (A1)

MISSED APPROACH: Climbing left turn to 3000 direct NENCY (PAM R-360/15 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000') 119.1 379.3 (N blw 5000') 124.15 307.8 (S abv 5000') 119.775 338.35 (S blw 5000')	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	A	B	C	D
S-13L *	520/24 506 (600-½)		520/50 506 (600-1)	
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 31R

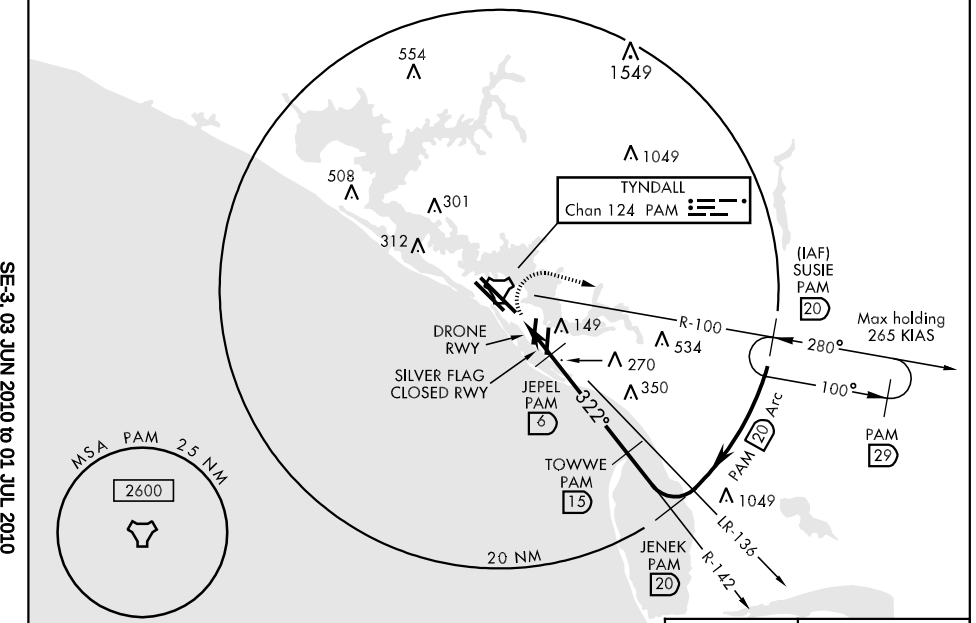
TACAN PAM Chan 124	APCH CRS 322°	Rwy ldg 10,004 TDZE 14 Arpt Elev 17	AL-312 [USAF]	TYNDALL AFB (KPAM)

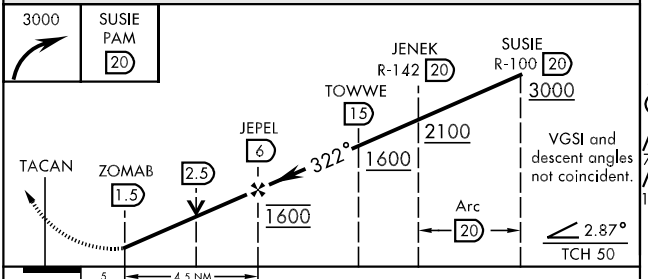
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles.

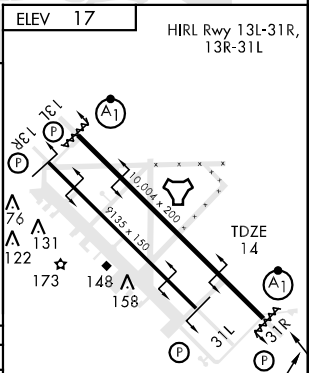
ALSF-1

MISSED APPROACH: Climbing right turn to 3000 direct SUSIE (PAM R-100/20 DME) and hold.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	







CATEGORY	A	B	C	D
S-31R *	460/24	446 (500-½)	460/40 446 (500-¾)	460/50 446 (500-1)
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	580-2 563 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN Y RWY 13R

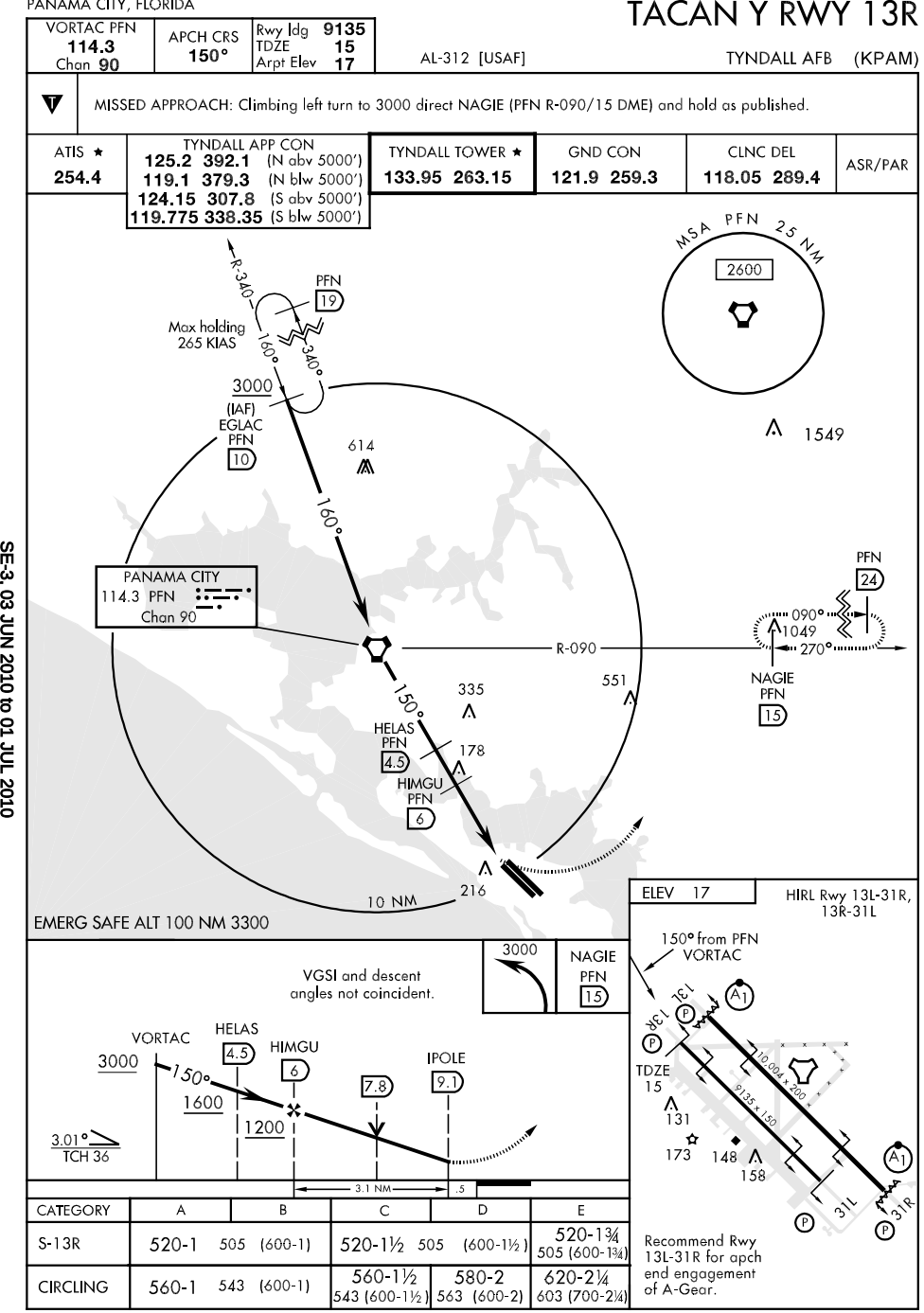
VORTAC PFN	APCH CRS	Rwy ldg	9135
114.3	150°	TDZE	15
Chan 90		Arpt Elev	17

AL-312 [USAF]

TYNDALL AFB (KPAM)

MISSED APPROACH: Climbing left turn to 3000 direct NAGIE (PFN R-090/15 DME) and hold as published.

ATIS ★	TYNDALL APP CON		TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1	(N abv 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	
	119.1 379.3	(N blw 5000′)				
	124.15 307.8	(S abv 5000′)				
	119.775 338.35	(S blw 5000′)				



CATEGORY	A	B	C	D	E
S-13R	520-1 505 (600-1)		520-1½ 505 (600-1½)		520-1¾ 505 (600-1¾)
CIRCLING	560-1 543 (600-1)		560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

Recommend Rwy 13L-31R for apch end engagement of A-Gear.

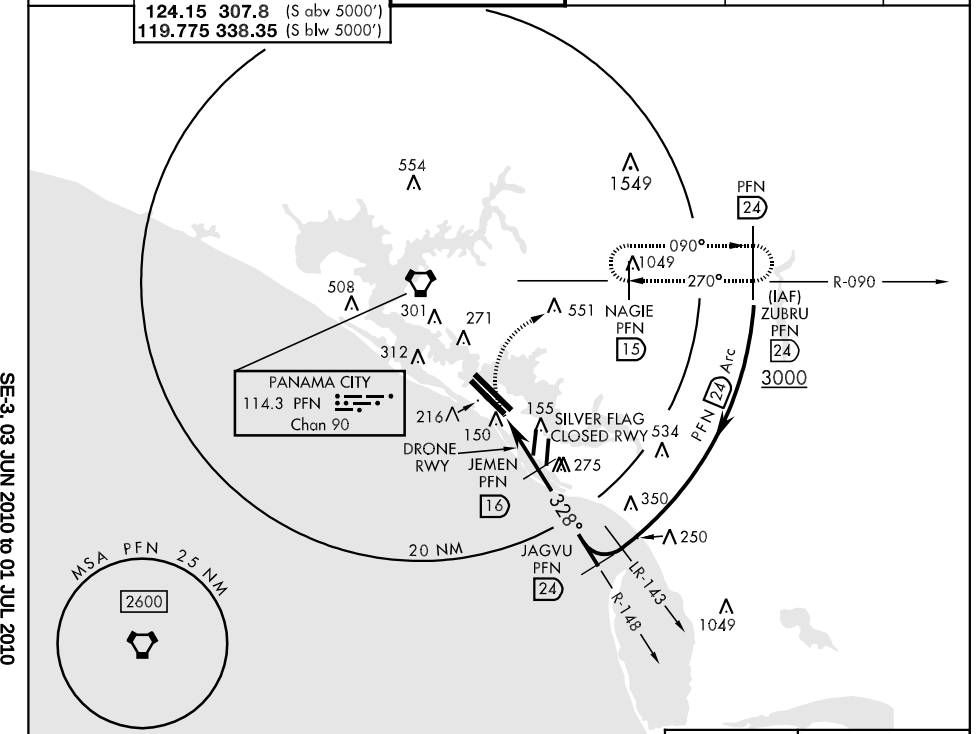
SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN Y RWY 31L

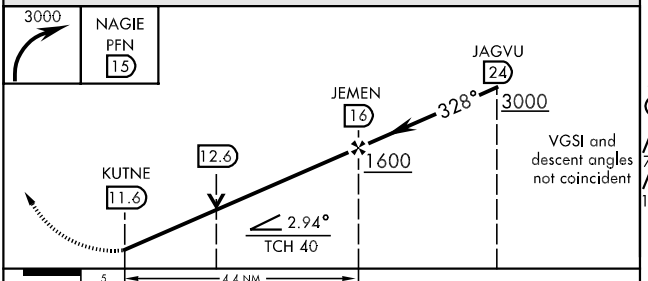
VORTAC PFN	APCH CRS	Rwy ldg 9135	AL-312 [USAF]	TYNDALL AFB (KPAM)
114.3 Chan 90	328°	TDZE 17 Arpt Elev 17		

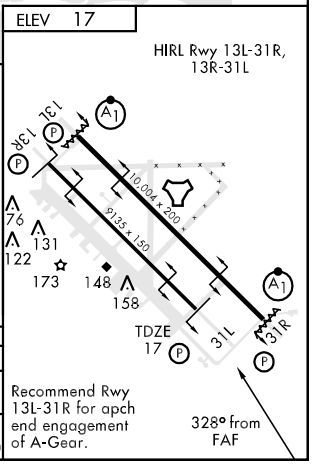
MISSED APPROACH: Climbing right turn to 3000 direct NAGIE (PFN VORTAC R-090/15 DME) and hold as published.

ATIS ★	TYNDALL APP CON	TYNDALL TOWER ★	GND CON	CLNC DEL	ASR/PAR
254.4	125.2 392.1 (N abv 5000′) 119.1 379.3 (N blw 5000′) 124.15 307.8 (S abv 5000′) 119.775 338.35 (S blw 5000′)	133.95 263.15	121.9 259.3	118.05 289.4	



EMERG SAFE ALT 100 NM 3300





CATEGORY	A	B	C	D	E
S-31L	460-1	443 (500-1)	460-1¼ 443 (500-1¼)	460-1½	443 (500-1½)
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	580-2 563 (600-2)	620-2¼ 603 (700-2¼)

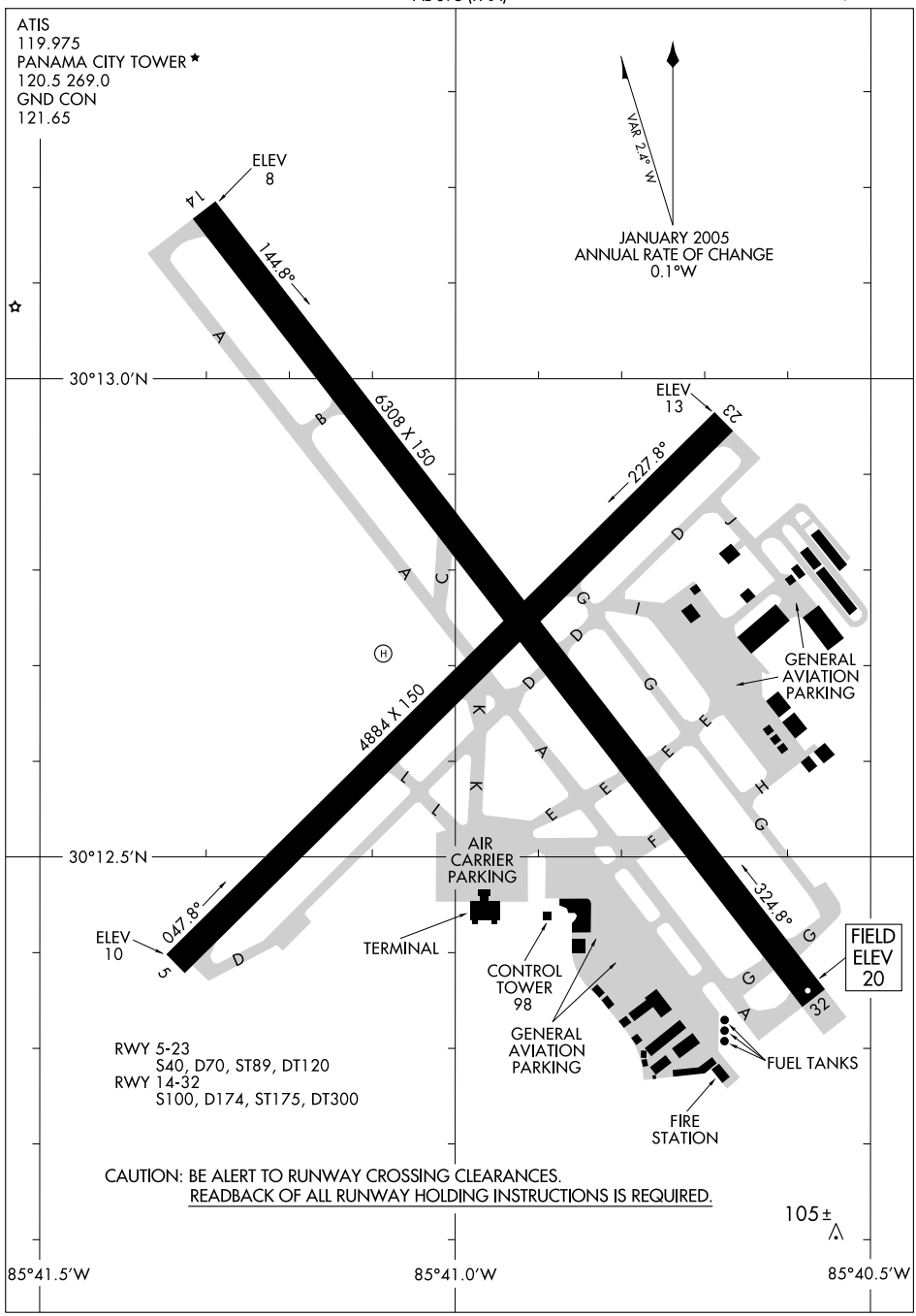
SE-3, 03 JUN 2010 to 01 JUL 2010

09183

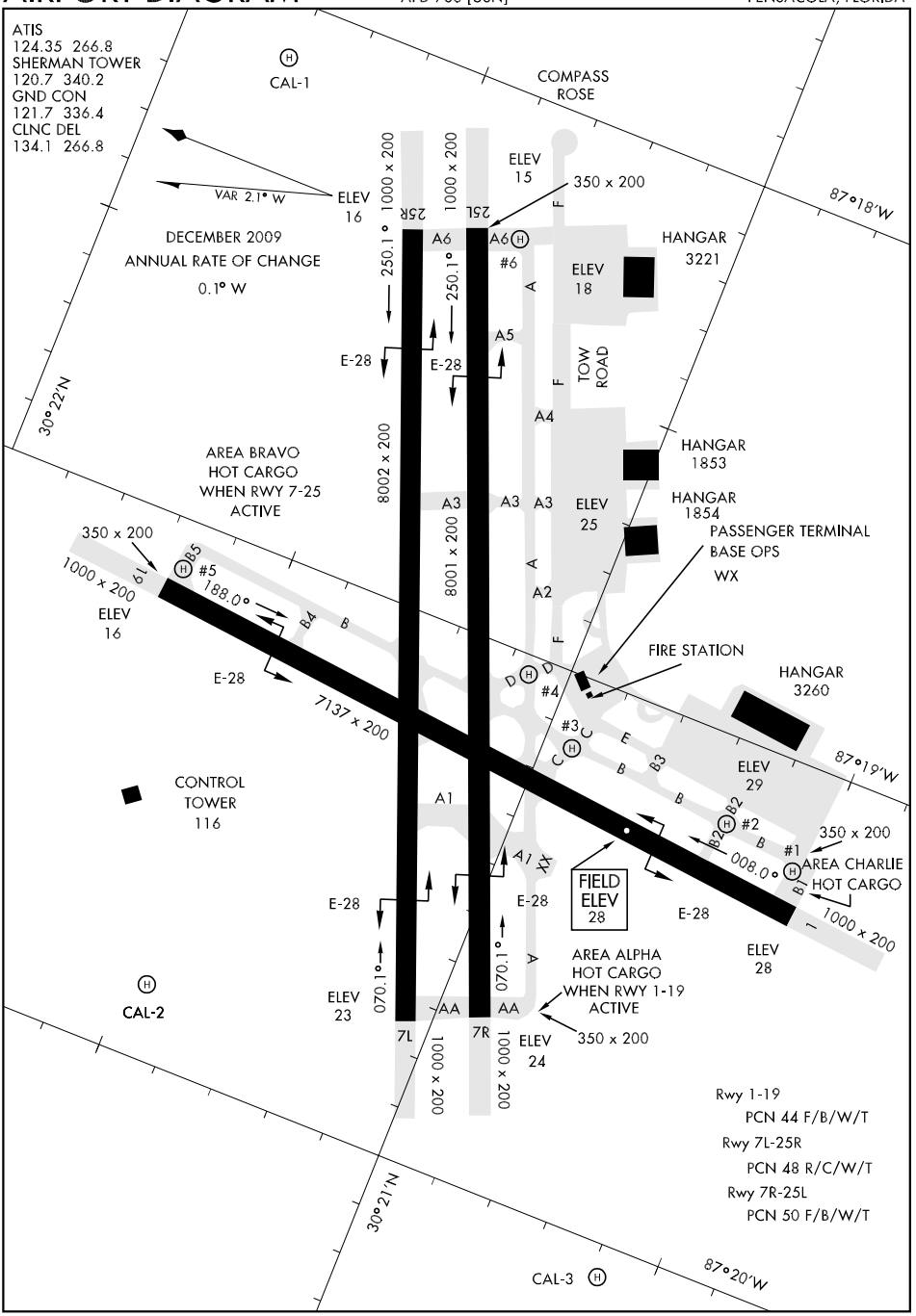
AIRPORT DIAGRAM

AL-695 (FAA)

PANAMA CITY-BAY COUNTY INTL (PFN)
PANAMA CITY, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010



SE-3, 03 JUN 2010 to 01 JUL 2010

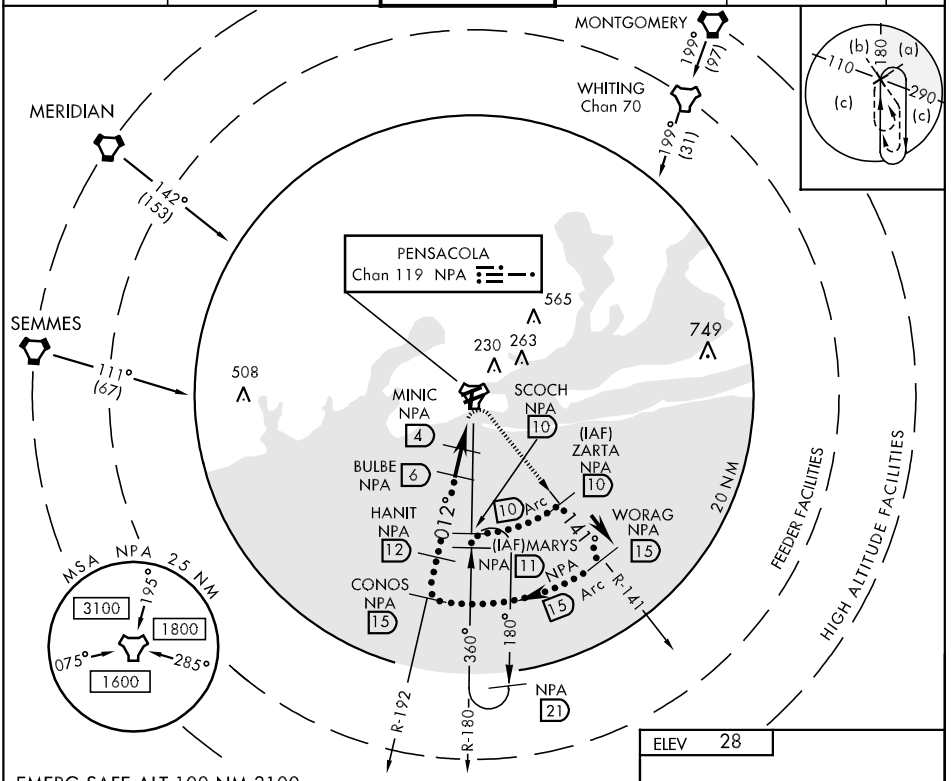
HI-TACAN RWY 1

TACAN NPA Chan 119	APCH CRS 012°	Rwy ldg 7137 TDZE 28 Arpt Elev 28

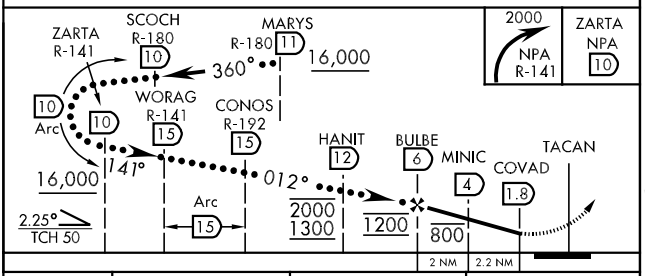
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

MISSED APPROACH: Climbing right turn to 2000 via NPA TACAN R-141 to ZARTA, NPA R-141/10 DME.

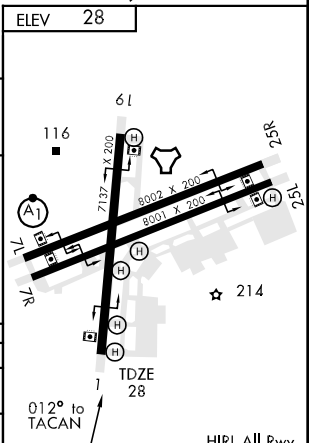
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-1	460-1¼ 432 (500-1¼)	460-1½ 432 (500-1½)	
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	



HI-TACAN RWY 7L

TACAN NPA Chan 119	APCH CRS 061°	Rwy ldg 8002 TDZE 23 Arpt Elev 28

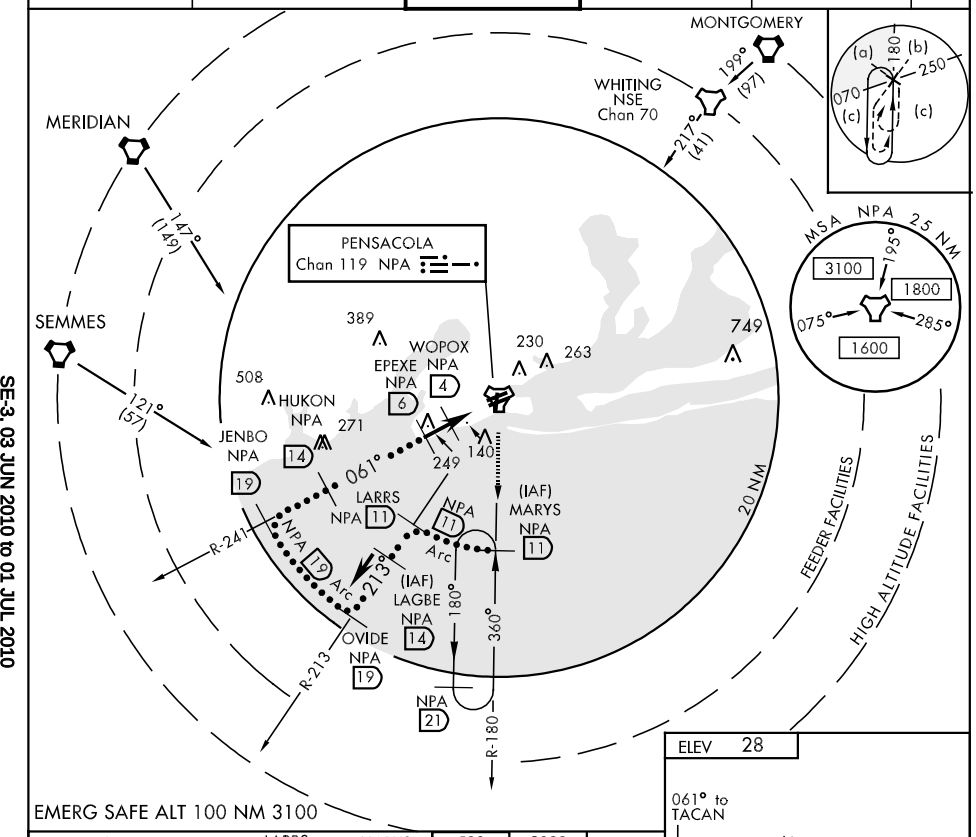
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

* When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

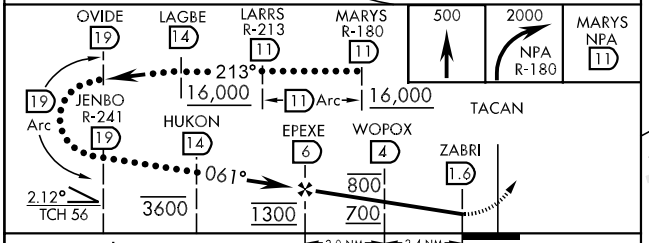
ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via NPA TACAN R-180 to MARYS and hold.

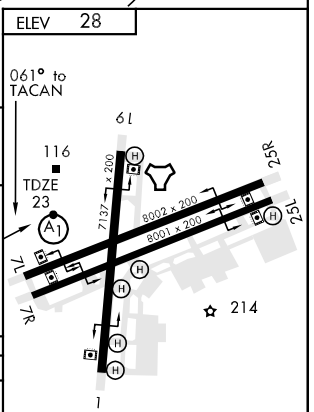
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-7L *	400- ¾ 377 (400- ¾)		
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	



SE-3, 03 JUN 2010 to 01 JUL 2010

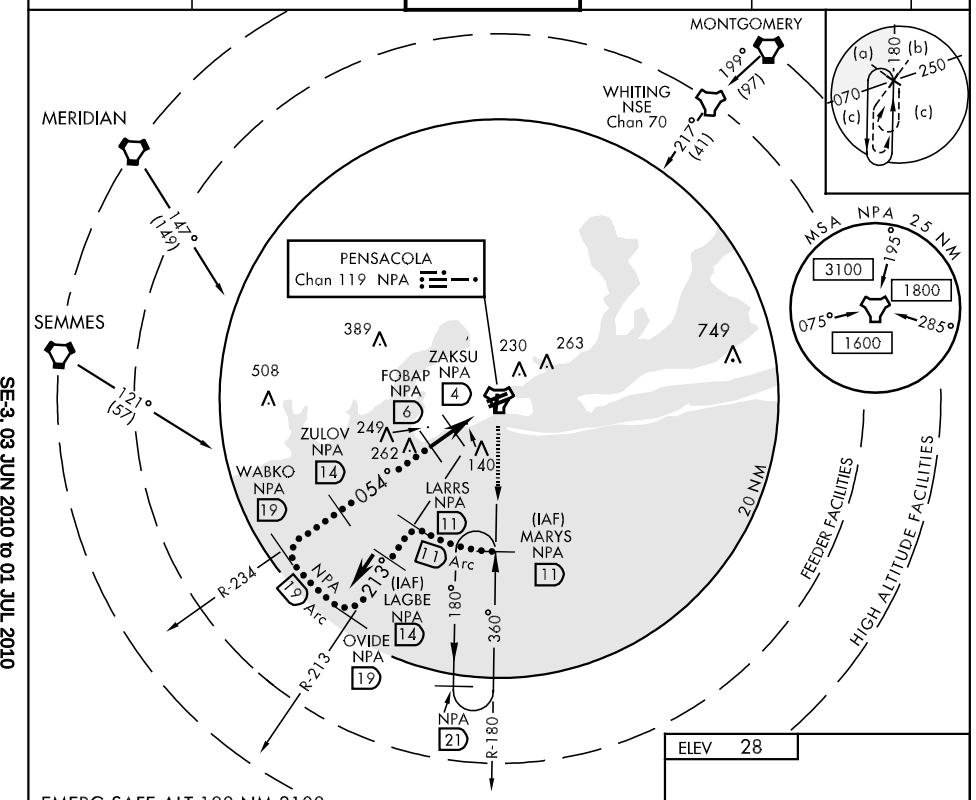
HI-TACAN RWY 7R

TACAN NPA Chan 119	APCH CRS 054°	Rwy ldg 8001 TDZE 25 Arpt Elev 28

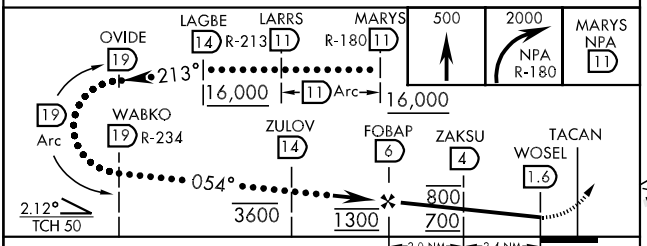
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 via NPA TACAN R-180 to MARYS and hold.

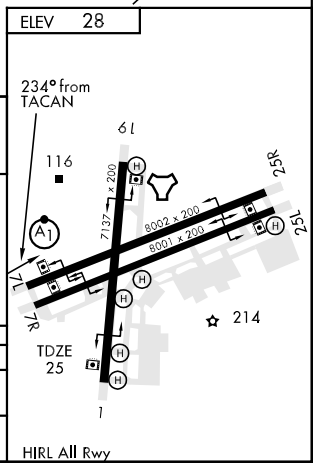
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100



CATEGORY	C	D	E
S-7R	400-1 375 (400-1)	400-1¼	375 (400-1¼)
CIRCLING	520-1½ 492 (500-1½)	580-2	552 (600-2)



SE-3, 03 JUN 2010 to 01 JUL 2010

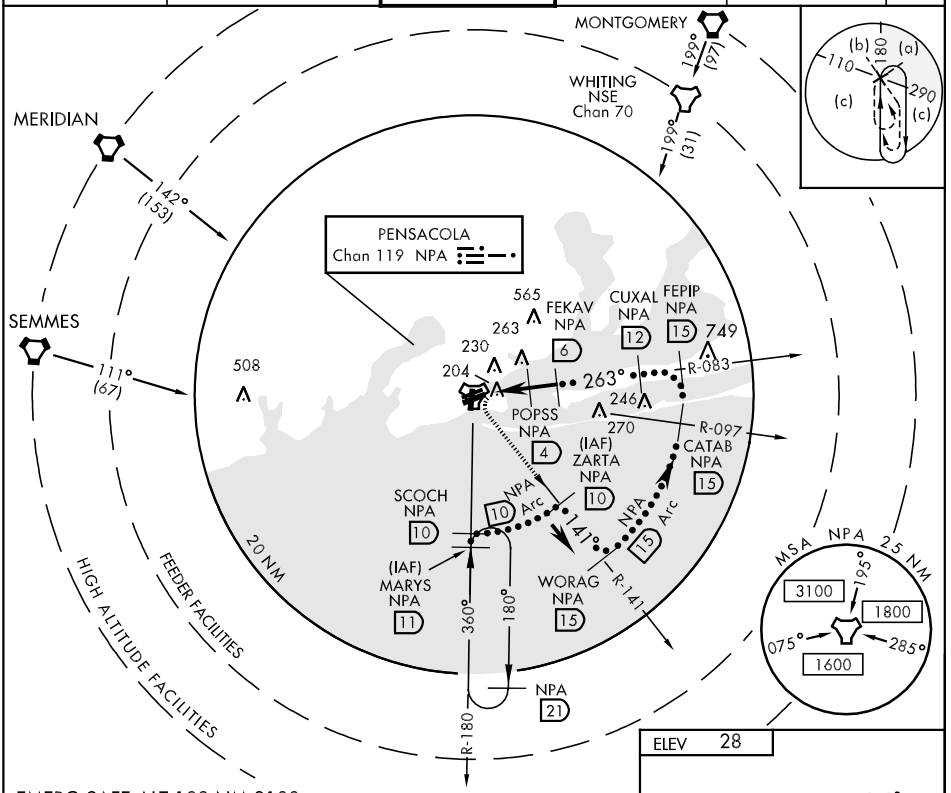
HI-TACAN RWY 25L

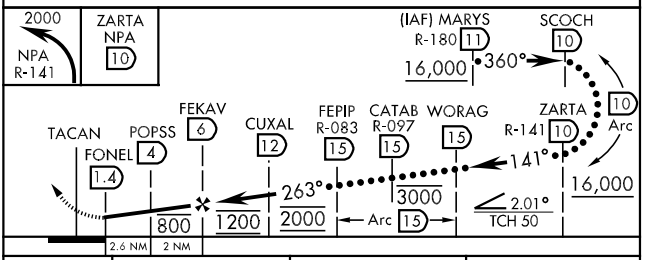
TACAN NPA Chan 119	APCH CRS 263°	Rwy Idg 8001 TDZE 22 Arpt Elev 28

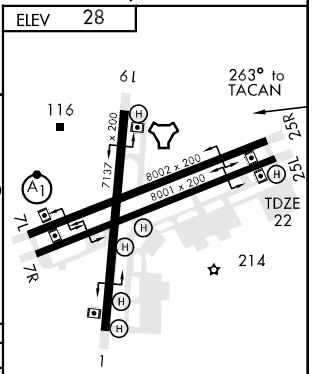
JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

MISSED APPROACH: Climbing left turn to 2000 via NPA TACAN R-141 to ZARTA.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	C	D	E
S-25L	460-1¼ 438 (500-1¼)	460-1½ 438 (500-1½)	
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	

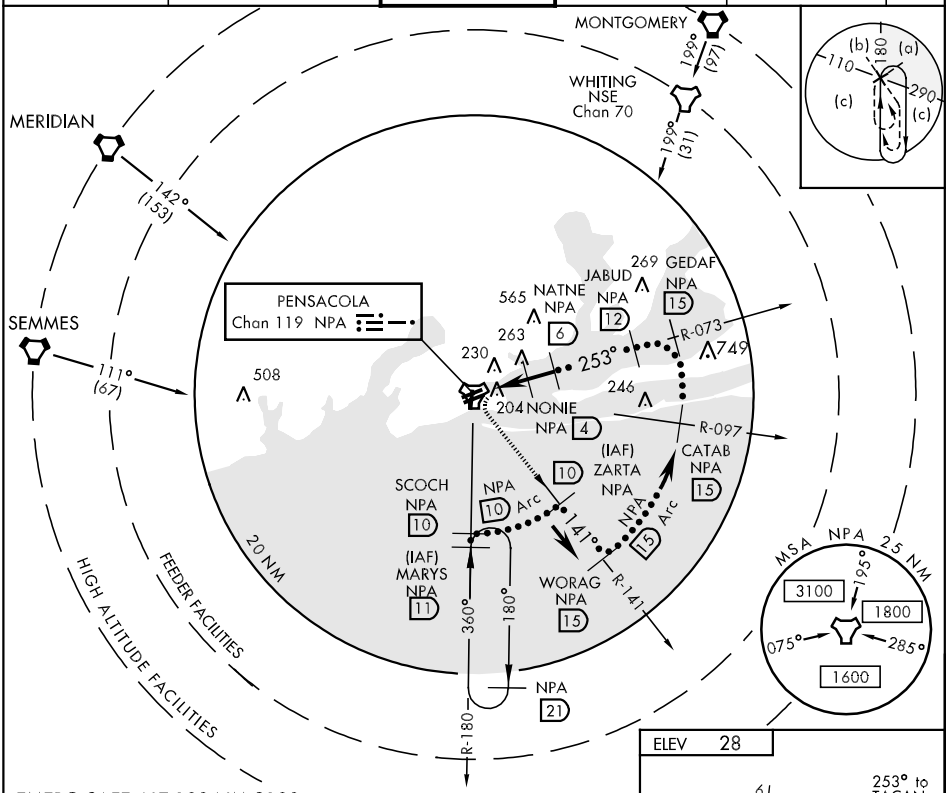
HI-TACAN RWY 25R

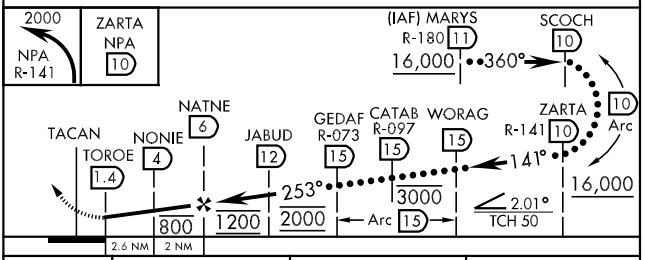
TACAN NPA Chan 119	APCH CRS 253°	Rwy ldg 8002 TDZE 21 Arpt Elev 28

JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

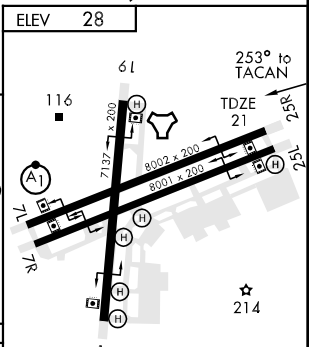
MISSED APPROACH: Climbing left turn to 2000 via NPA TACAN R-141 to ZARTA.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	





CATEGORY	C	D	E
S-25R	460-1¼ 439 (500-1¼)	460-1½ 439 (500-1½)	
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	



SE-3, 03 JUN 2010 to 01 JUL 2010

HI-VOR RWY 19

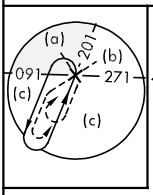
VOR NUN 108.8	APCH CRS 171°	Rwy ldg 7137 TDZE 22 Arpt Elev 28

JAL-736 [USN] (FORREST SHERMAN FLD) PENSACOLA NAS (KNPA)

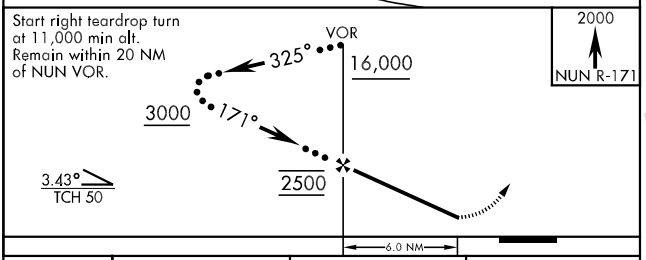
Procedure not available when Pensacola South Military Operating Area (MOA) is active.

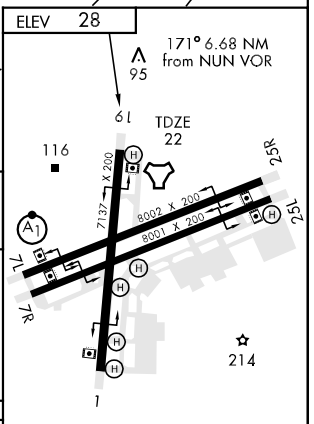
MISSED APPROACH: Climb to 2000 via NUN R-171.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100





CATEGORY	C	D	E
S-19	480-1¼ 458 (500-1¼)	480-1½ 458 (500-1½)	
CIRCLING	520-1½ 492 (500-1½)	580-2 552 (600-2)	

HIRL All Rwy

FAF to MAP 6.0 NM					
Knots	120	140	160	180	200
Min:Sec	3:00	2:34	2:15	2:00	1:48

SE-3, 03 JUN 2010 to 01 JUL 2010

ILS Y or RNAV (GPS) RWY 7L

LOC I-NPA	APCH CRS	Rwy Idg / TDZE / Arpt Elev	AL-736 [USN]
109.3	069°	8002 / 23 / 28	

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

* When ALS inop, increase CAT ABCDE vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.

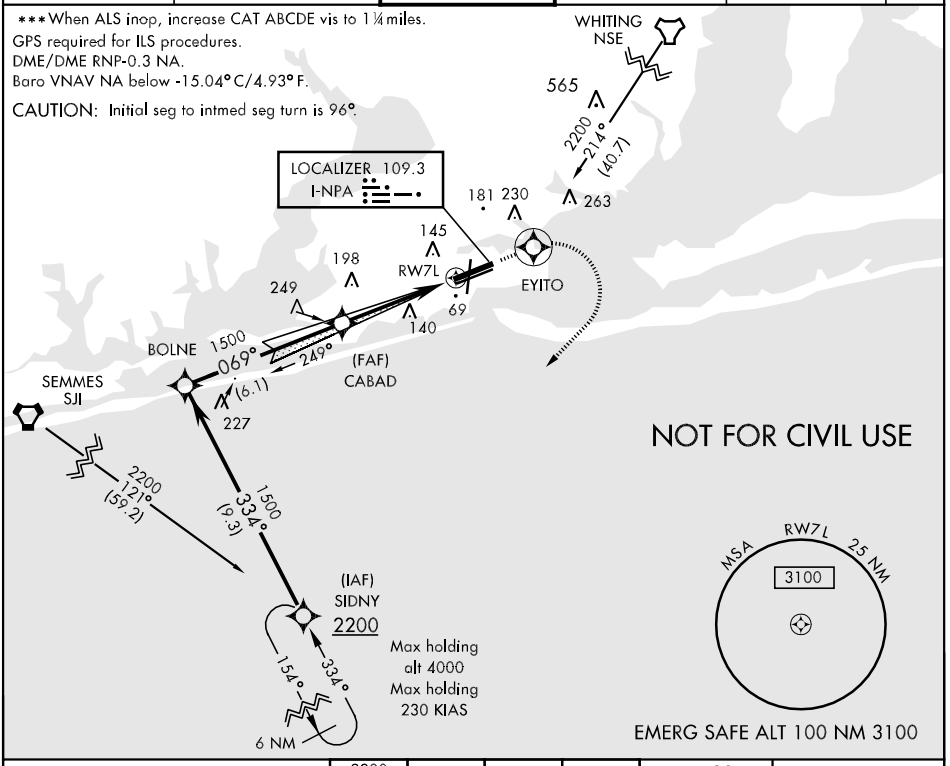
ALSF-1

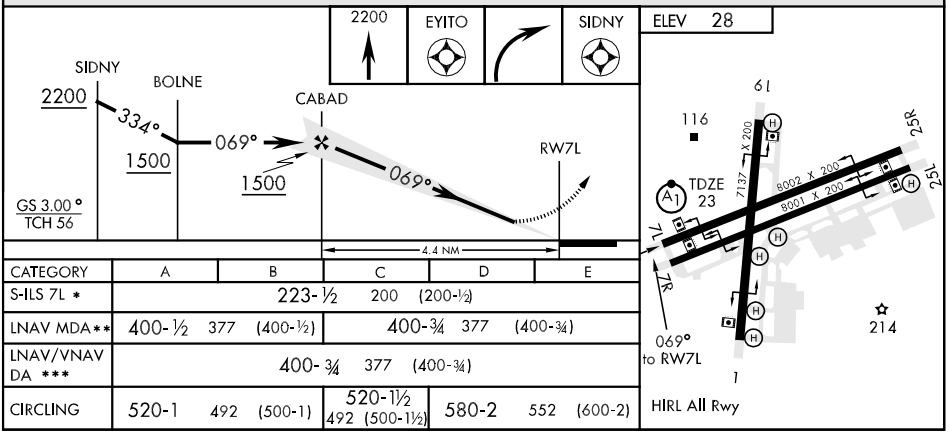
MISSED APPROACH: Climb to 2200 direct EYITO, then turn right direct SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	

***When ALS inop, increase CAT ABCDE vis to 1¼ miles.
GPS required for ILS procedures.
DME/DME RNP-0.3 NA.
Baro VNAV NA below -15.04° C/4.93° F.

CAUTION: Initial seg to intmed seg turn is 96°.





CATEGORY	A	B	C	D	E
S-ILS 7L *	223-½ 200 (200-½)				
LNAV MDA**	400-½ 377 (400-½)		400-¾ 377 (400-¾)		
LNAV/VNAV DA ***	400-¾ 377 (400-¾)				
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)	

ILS Z or LOC/DME RWY 7L

AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

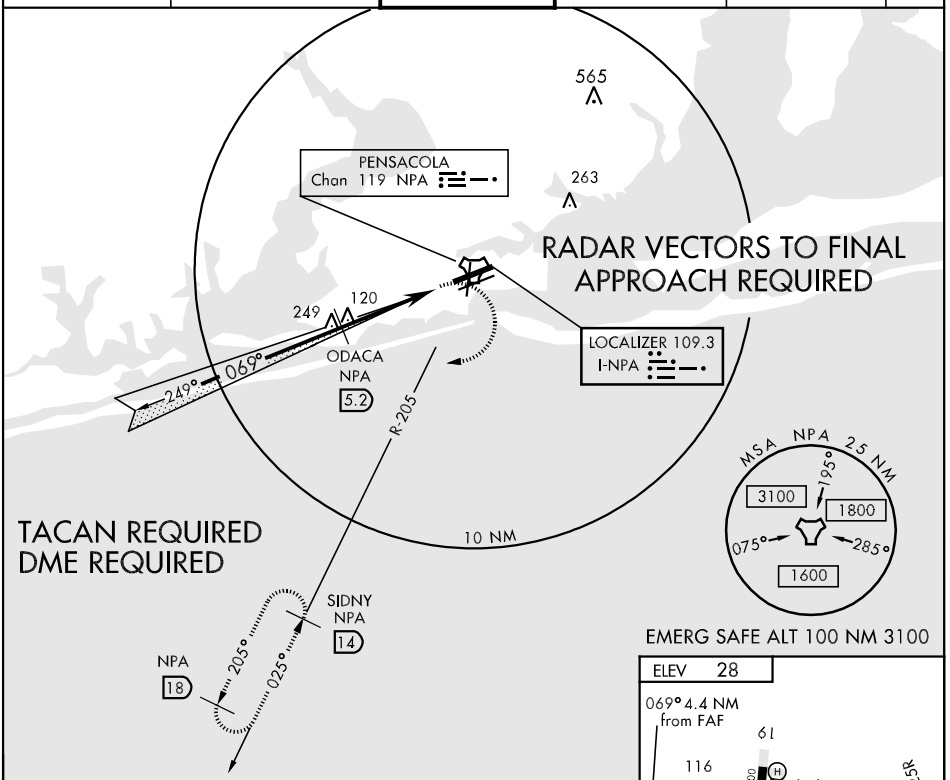
LOC I-NPA	APCH CRS	Rwy Idg / TDZE / Arpt Elev
109.3	069°	8002 / 23 / 28

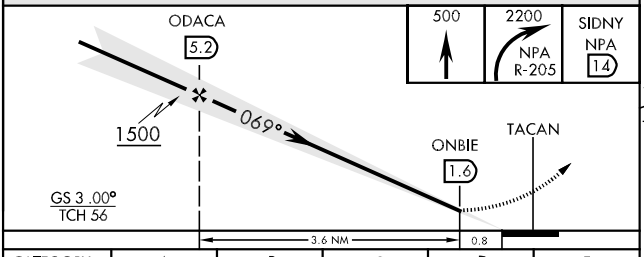
* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis CAT ABC to 1 mile, CAT DE vis to 1¼ miles.

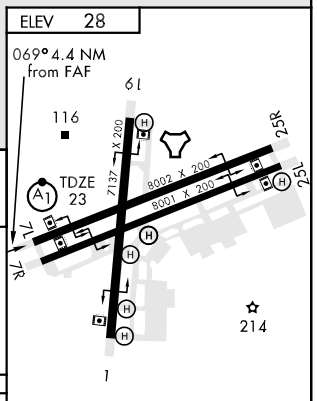
ALSF-1

MISSED APPROACH: Climb to 500. Then climbing right turn to 2200 via NPA R-205 to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A	B	C	D	E
S-ILS 7L *	223- ½		200	(200-½)	
S-LOC/DME 7L **	380- ½	357 (400-½)	380- ¾	357 (400-¾)	
CIRCLING	520-1	492 (500-1)	520-1½ 492(500-1½)	580-2	552 (600-2)

FAF to MAP 3 .6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

RNAV (GPS) RWY 7

APCH CRS	Rwy Idg	7137
007 °	TDZE	28
	Arpt Elev	28

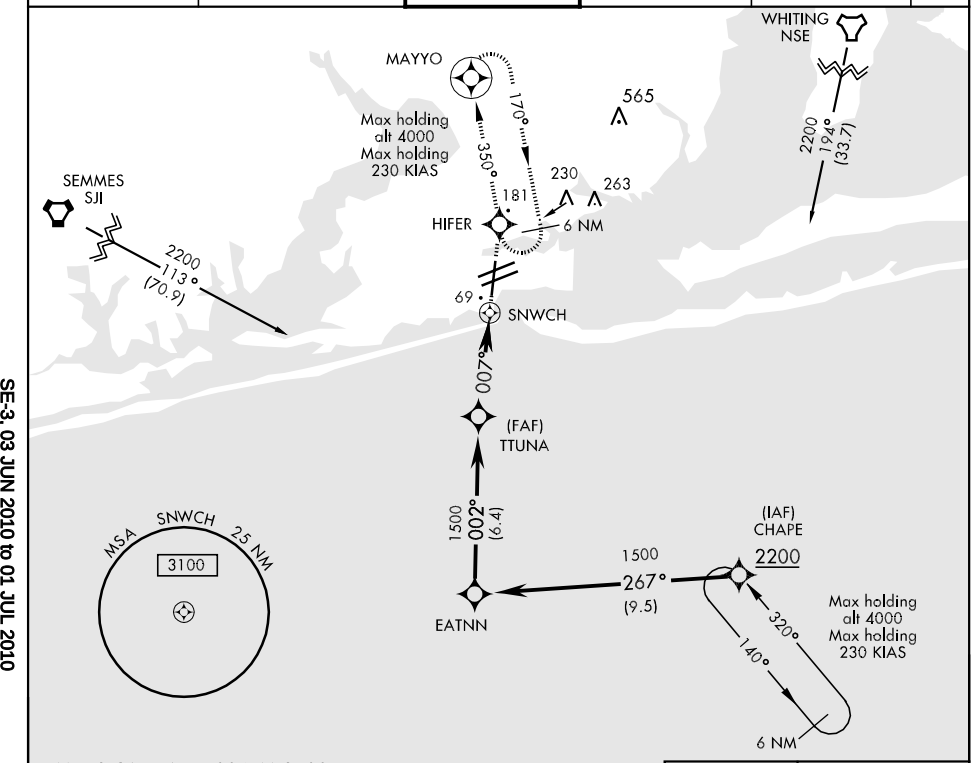
AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

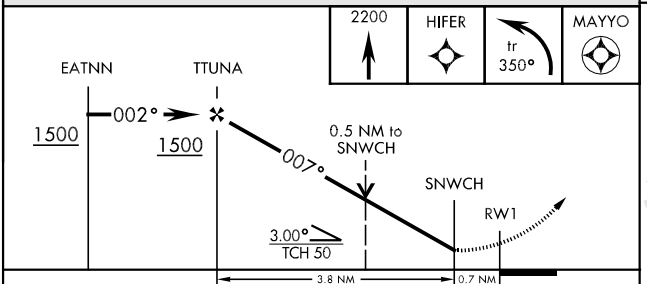
DME/DME RNP-0.3 NA.

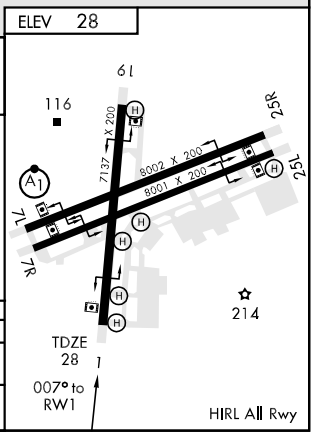
MISSED APPROACH: Climb to 2200 direct HIFER then via track 350° to MAYYO and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100





CATEGORY	A	B	C	D	E
LNAV MDA	460-1 432 (500-1)		460-1¼ 432 (500-1¼)	460-1½ 432 (500-1½)	
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)	

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 19

APCH CRS	Rwy Idg	7137
187°	TDZE	22
	Arpt Elev	28

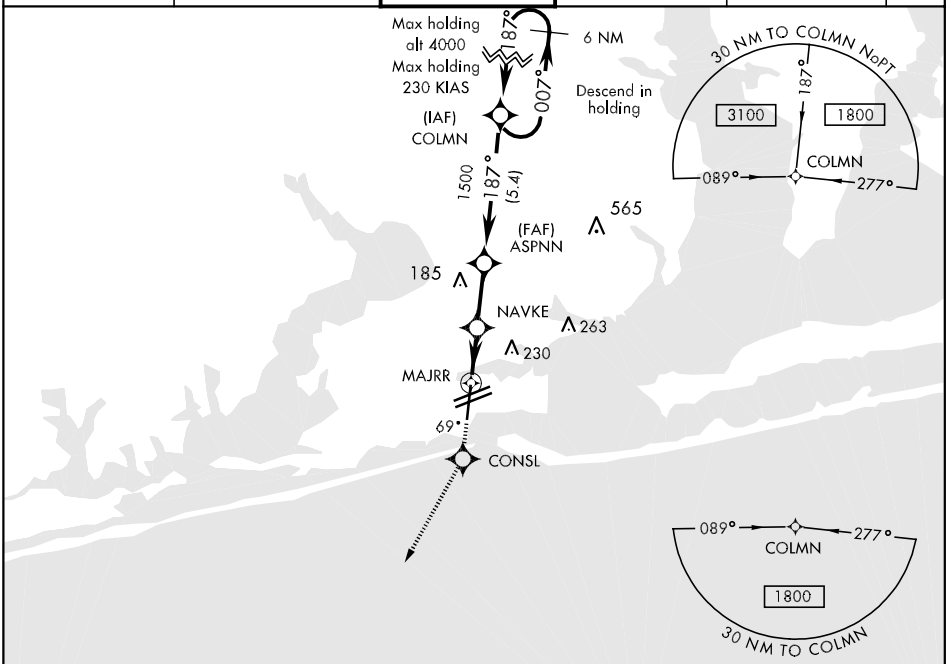
AL-736 [USN]

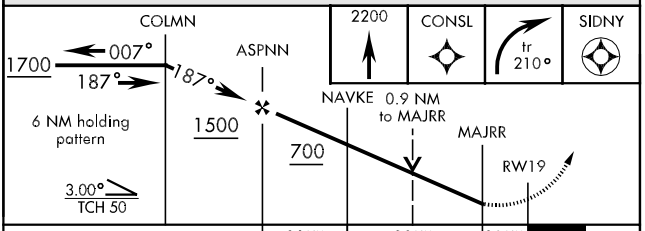
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

CAUTION: CAT CDE intmed seg len 5.4 NM. DME/DME RNP-0.3 NA.

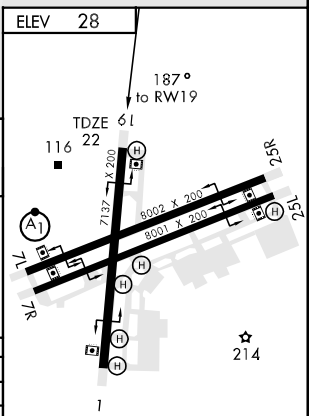
MISSED APPROACH: Climb to 2200 direct CONSL, then turn right via track 210° to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	





CATEGORY	A	B	C	D	E
LNAV MDA	380-1	358 (400-1)		380-1¼	358 (400-1¼)
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)	



SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 25R

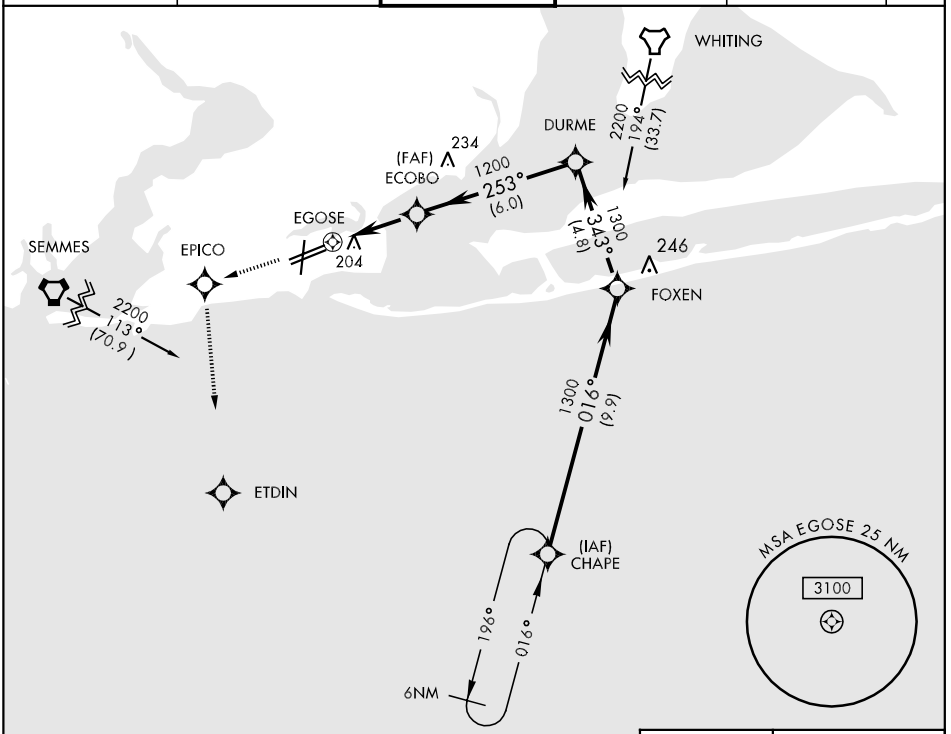
APCH CRS	Rwy ldg	8002
253°	TDZE	21
	Arpt Elev	28

AL-736 [USN] PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

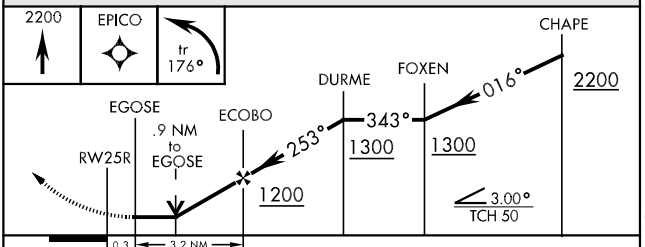
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

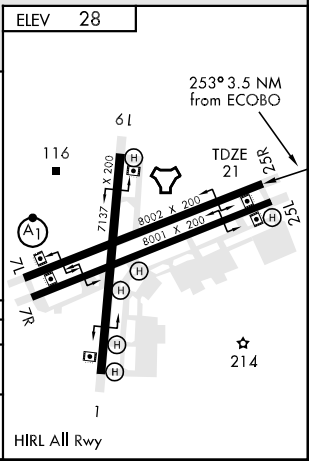
MISSED APPROACH: Climb to 2200 direct EPICO. Then via track 176° to ETDIN. Then via track 102° to CHAPE and hold. Max missed approach speed 265 KIAS.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100





CATEGORY	A	B	C	D	E
LNAV MDA	460-1 439 (500-1)		460-1¼ 439 (500-1¼)	460-1½ 439 (500-1½)	
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)	

SE-3, 03 JUN 2010 to 01 JUL 2010

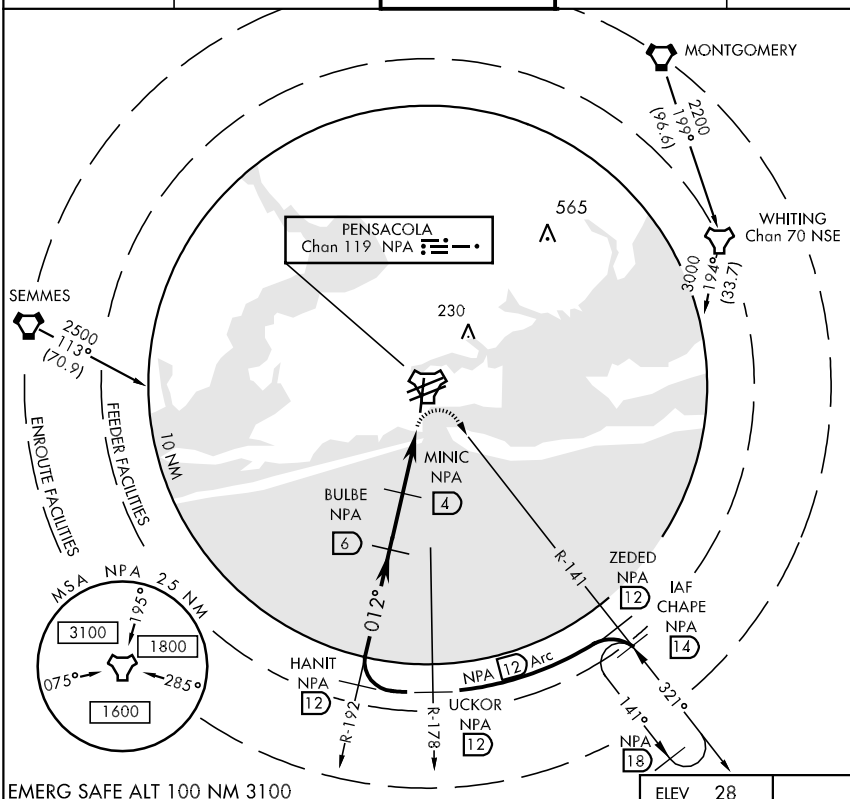
TACAN RWY 1

TACAN NPA Chan 119	APCH CRS 012°	Rwy Idg 7137 TDZE 28 Arpt Elev 28	AL-736 [USN]

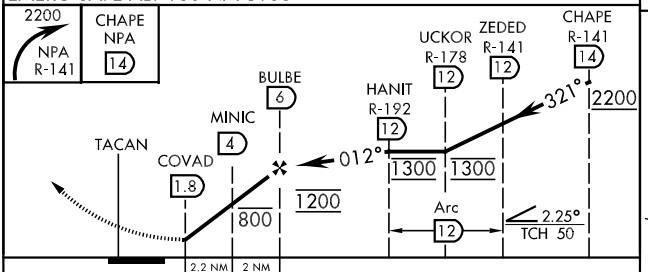
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climbing right turn to 2200 via NPA TACAN R-141 to CHAPE and hold.

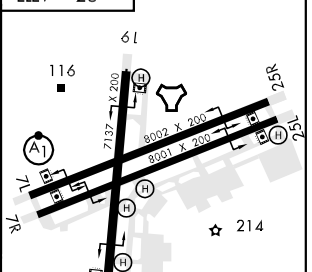
ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100



ELEV 28



CATEGORY	A		B	C	D
S-1	460-1	432	(500-1)	460-1¼ 432 (500-1¼)	460-1½ 432 (500-1½)
CIRCLING	520-1	492	(500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

TACAN RWY 7L

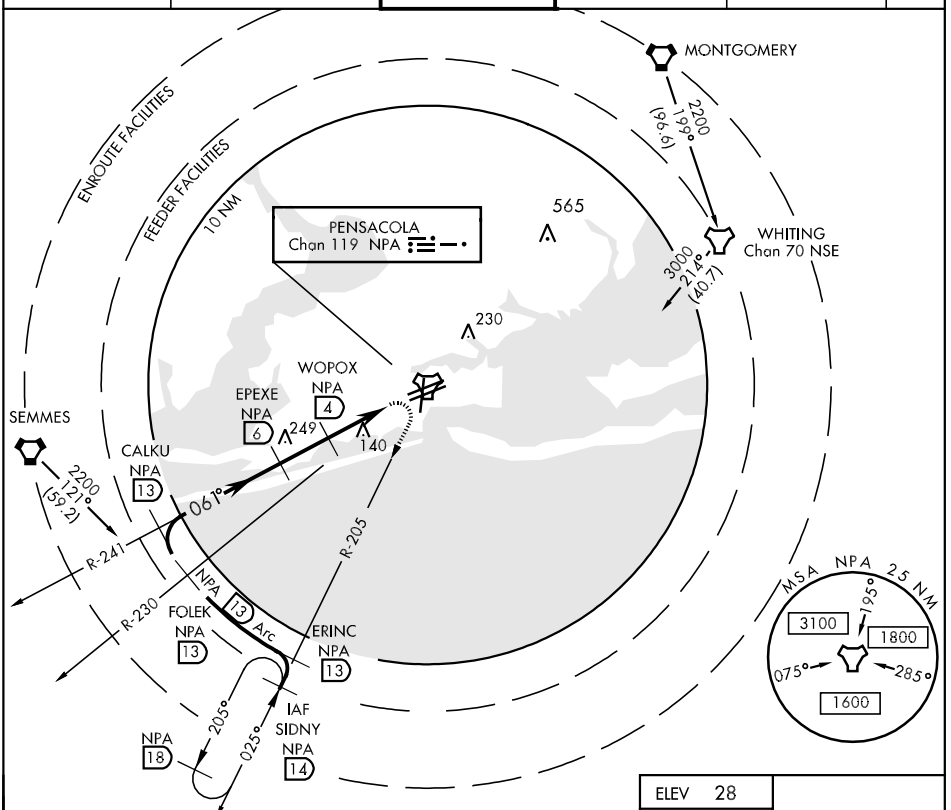
TACAN NPA Chan 119	APCH CRS 061°	Rwy ldg 8002 TDZE 23 Arpt Elev 28	AL-736 [USN] PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

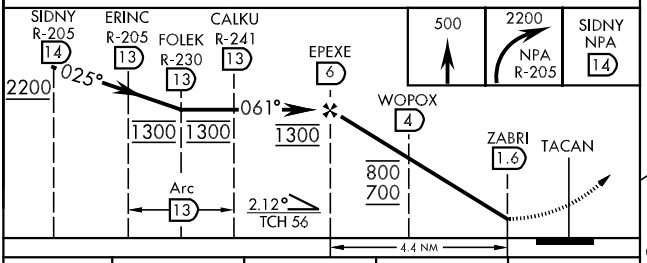
* When ALS inop, increase vis CAT ABC to 1 mile, CAT D vis to 1¼ miles.

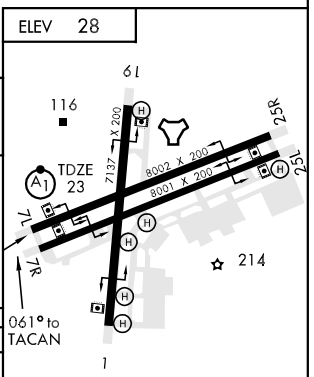
ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 2200 via NPA TACAN R-205 to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A	B	C	D
S-7L *	400-½ 377	(400-½)	400-¾ 377	(400-¾)
CIRCLING	520-1 492	(500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

HIRL All Rwy

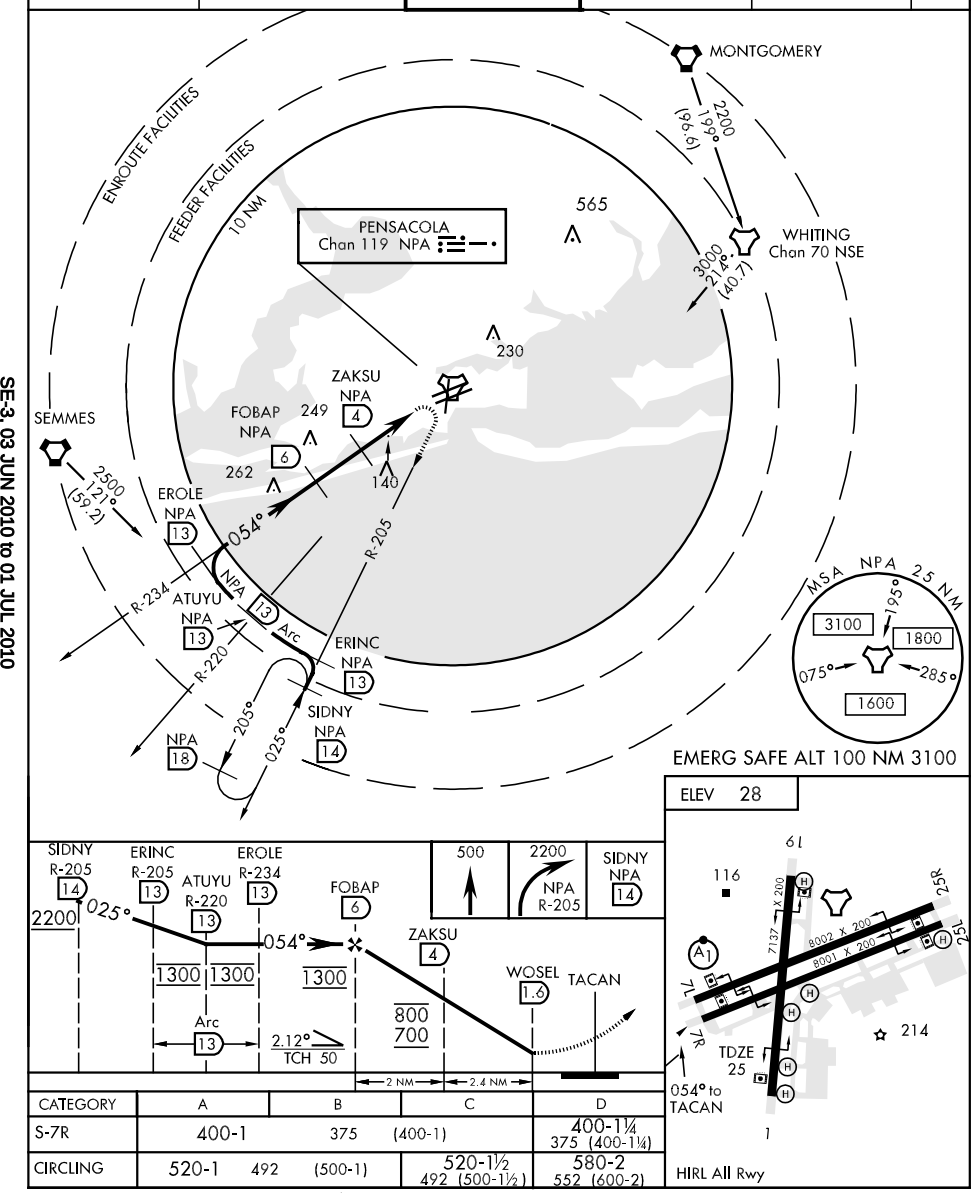
TACAN RWY 7R

TACAN NPA Chan 119	APCH CRS 054°	Rwy Idg 8001 / TDZE 25 / Arpt Elev 28	AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climb to 500, then climbing right turn to 2200 via NPA TACAN R-205 to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



CATEGORY	A	B	C	D
S-7R	400-1	375 (400-1)		400-1¼ 375 (400-1¼)
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)

TACAN RWY 19

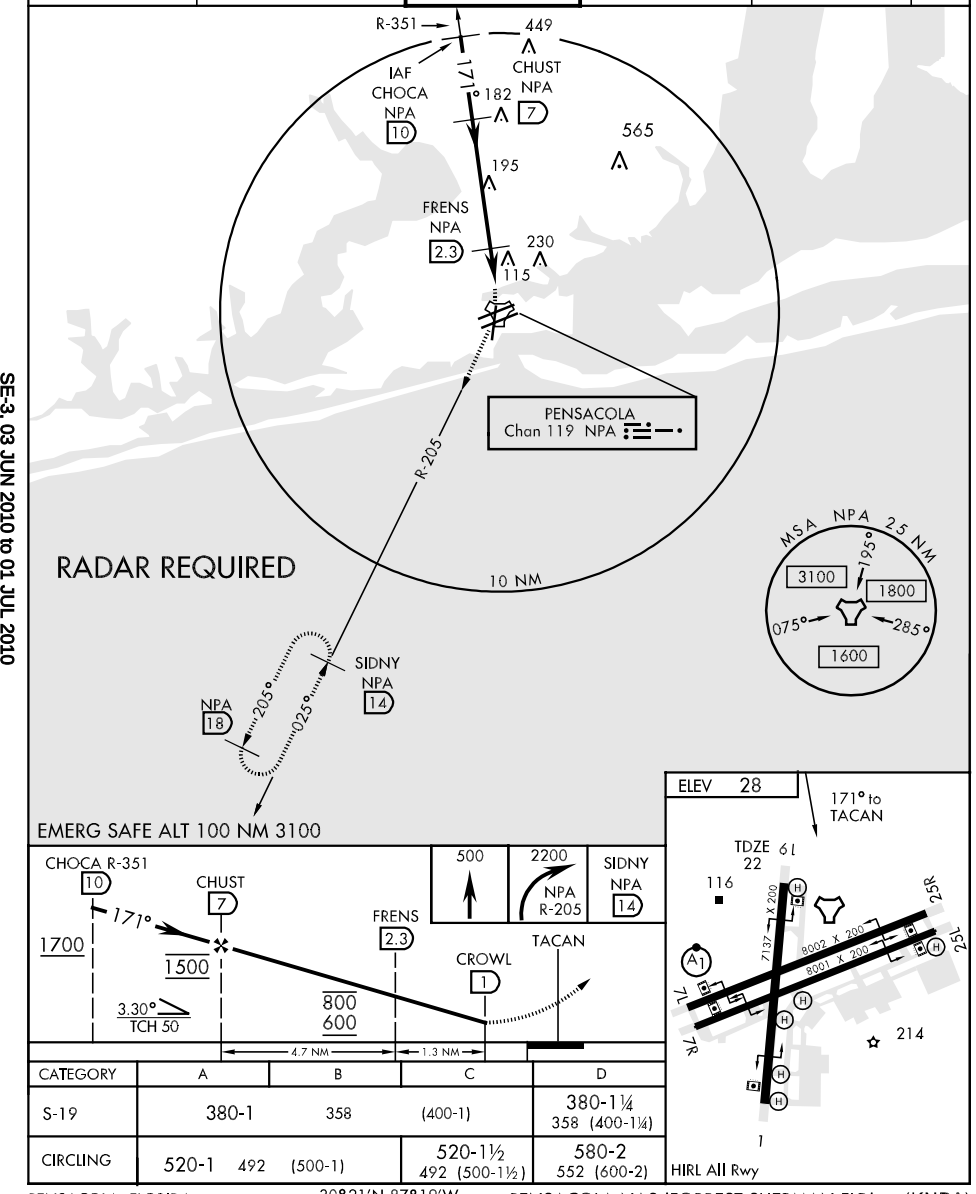
TACAN NPA Chan 119	APCH CRS 171°	Rwy ldg 7137 TDZE 22 Arpt Elev 28	AL-736 [USN]

PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

CAUTION: Intmed seg len is 3.0 NM.

MISSED APPROACH: Climb to 500, then climbing right turn to 2200 via NPA TACAN R-205 to SIDNY and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



CATEGORY	A	B	C	D
S-19	380-1	358	(400-1)	380-1¼ 358 (400-1¼)
CIRCLING	520-1	492 (500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

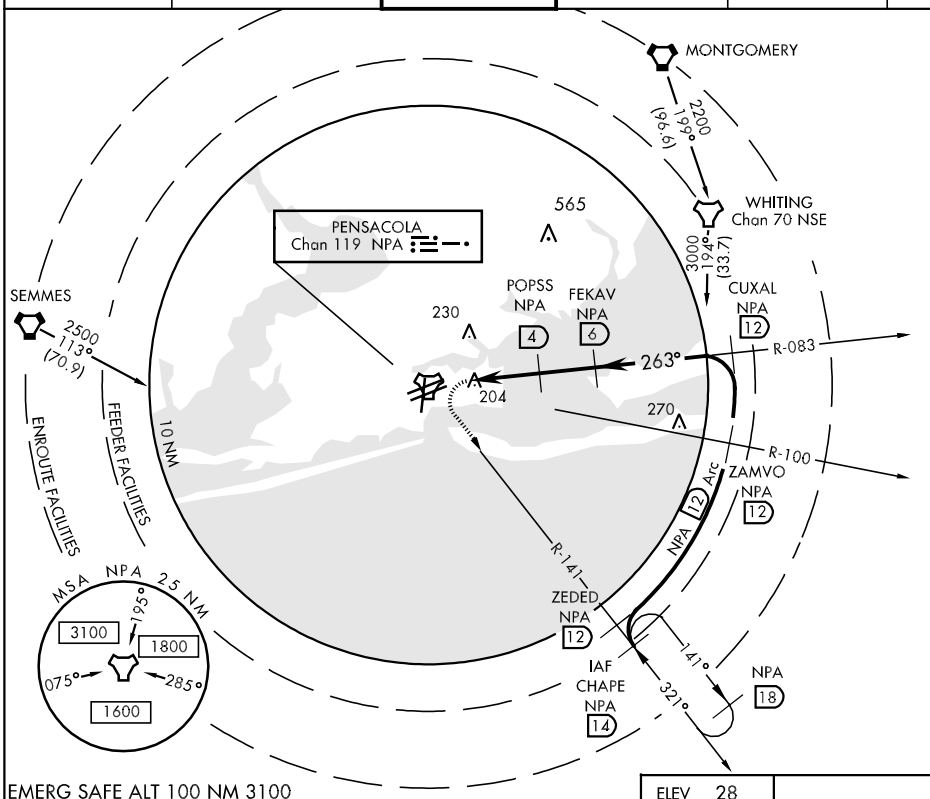
TACAN RWY 25L

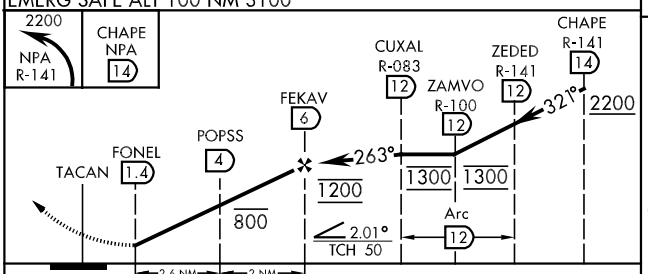
TACAN NPA Chan 119	APCH CRS 263°	Rwy Idg 8001 / TDZE 22 / Arpt Elev 28	AL-736 [USN]

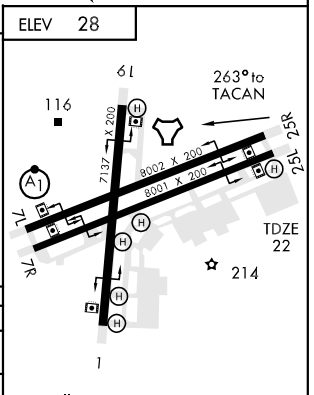
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

MISSED APPROACH: Climbing left turn to 2200 via NPA TACAN R-141 to CHAPE and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	







CATEGORY	A		B	C	D
S-25L	460-1	438	(500-1)	460-1¼ 438 (500-1¼)	460-1½ 438 (500-1½)
CIRCLING	520-1	492	(500-1)	520-1½ 492 (500-1½)	580-2 552 (600-2)

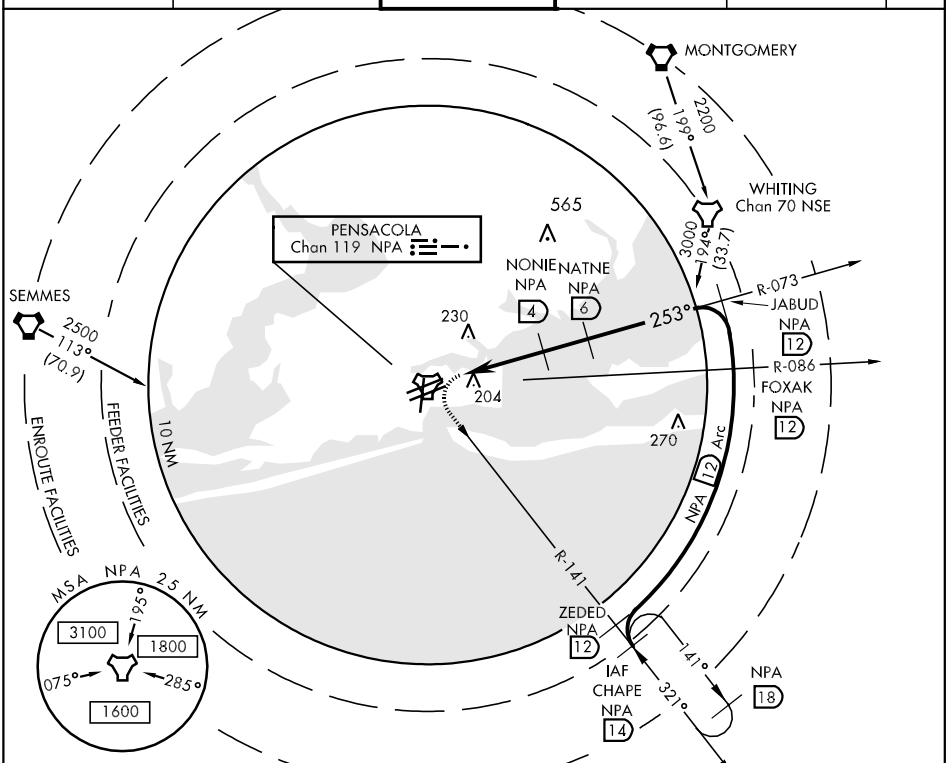
TACAN RWY 25R

TACAN NPA Chan 119	APCH CRS 253°	Rwy Idg 8002 / TDZE 21 / Arpt Elev 28	AL-736 [USN]

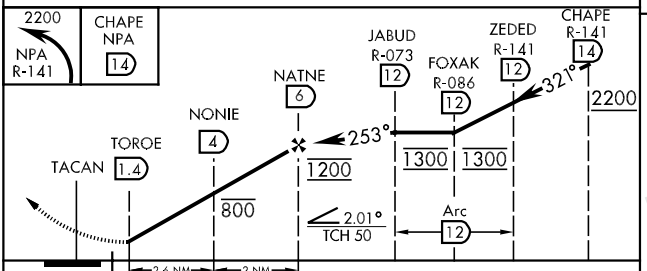
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

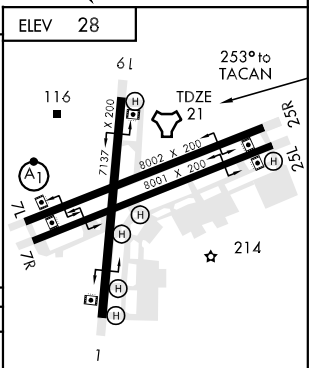
MISSED APPROACH: Climbing left turn to 2200 via NPA TACAN R-141 to CHAPE and hold.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100





CATEGORY	A	B	C	D
S-25R	460-1 439 (500-1)		460-1¼ 439 (500-1¼)	460-1½ 439 (500-1½)
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)

HIRL All Rwy

SE-3, 03 JUN 2010 to 01 JUL 2010

VOR RWY 19

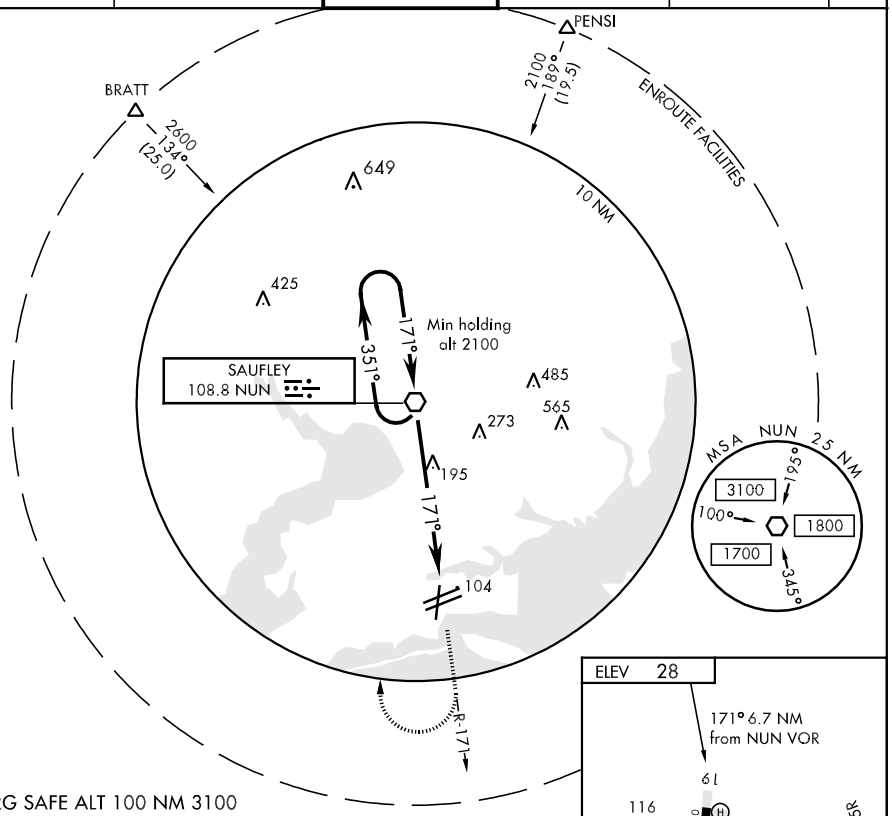
VOR NUN 108.8	APCH CRS 171°	Rwy Idg 7137 TDZE 22 Arpt Elev 28

AL-736 [USN]

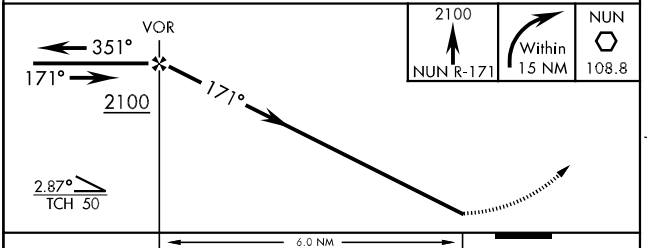
PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)

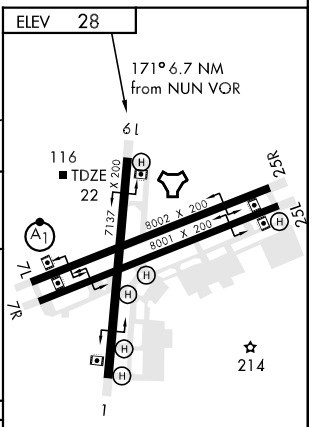
MISSED APPROACH: Climb to 2100 via NUN R-171. Then turn right direct NUN VOR and hold. Remain within 15 NM of NUN VOR.

ATIS	PENSACOLA APP CON	SHERMAN TOWER	GND CON	CLNC DEL	ASR/ PAR
124.35 266.8	120.65 270.8	120.7 340.2	121.7 336.4	134.1 268.7	



EMERG SAFE ALT 100 NM 3100





CATEGORY	A	B	C	D
S-19	480-1 458 (500-1)		480-1¼ 458 (500-1¼)	480-1½ 458 (500-1½)
CIRCLING	520-1 492 (500-1)		520-1½ 492 (500-1½)	580-2 552 (600-2)

HIRL All Rwy

FAF to MAP 6.0 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

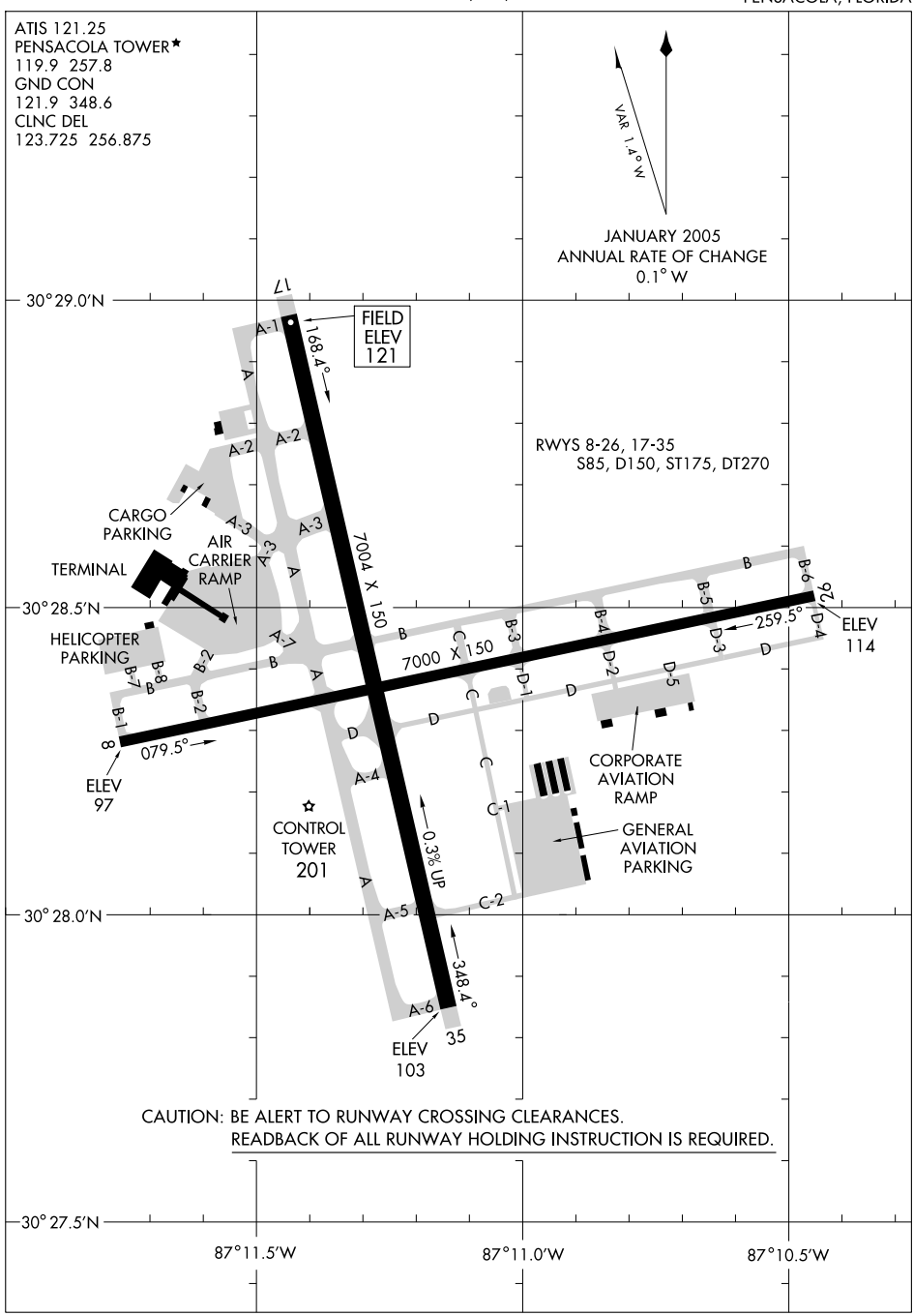
SE-3, 03 JUN 2010 to 01 JUL 2010

07354

AIRPORT DIAGRAM

AL-318 (FAA)

PENSACOLA RGNL (PNS)
PENSACOLA, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PNS	APP CRS	Rwy Idg	7004
111.1	166°	TDZE	121
Chan 48		Apt Elev	121

ILS or LOC RWY 17

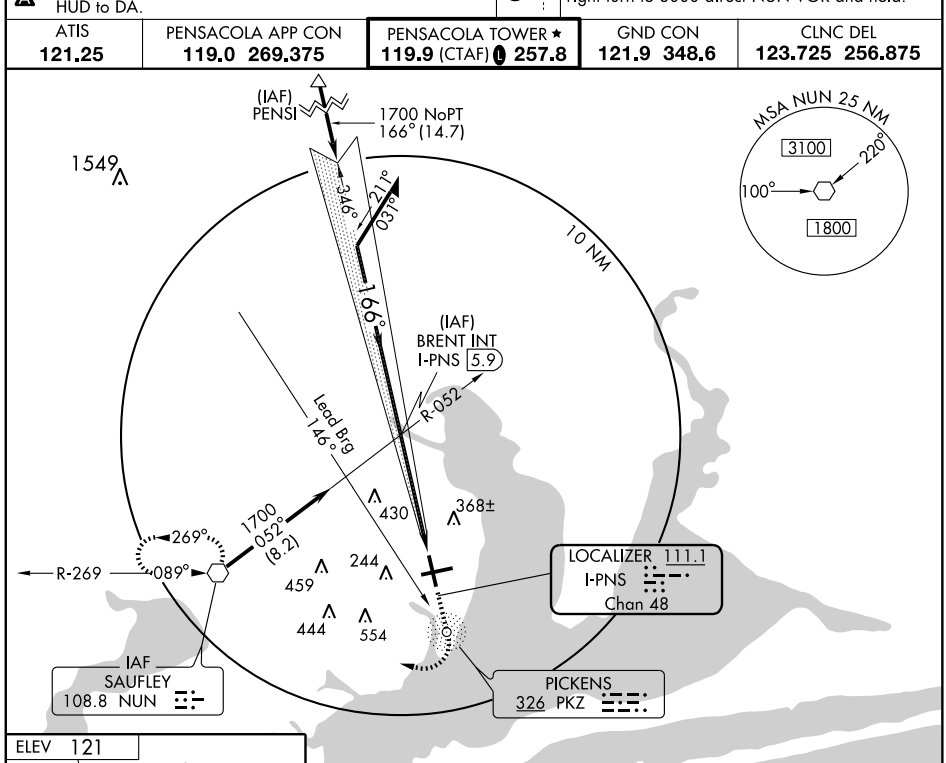
PENSACOLA RGNL (PNS)

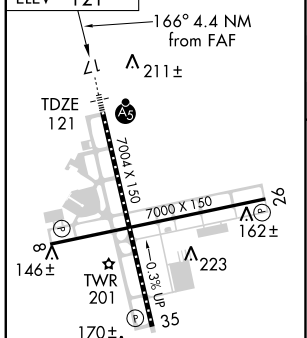
CAUTION: Intensive VFR Student Training all quadrants. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

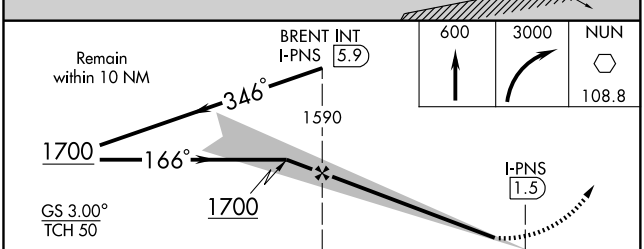
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct NUN VOR and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875







REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
S-ILS 17	* 321/24 200 (200-½)			
S-LOC 17	640/24 519 (600-½)		640/50 519 (600-1)	640/60 519 (600-1¼)
CIRCLING	640-1 519 (600-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

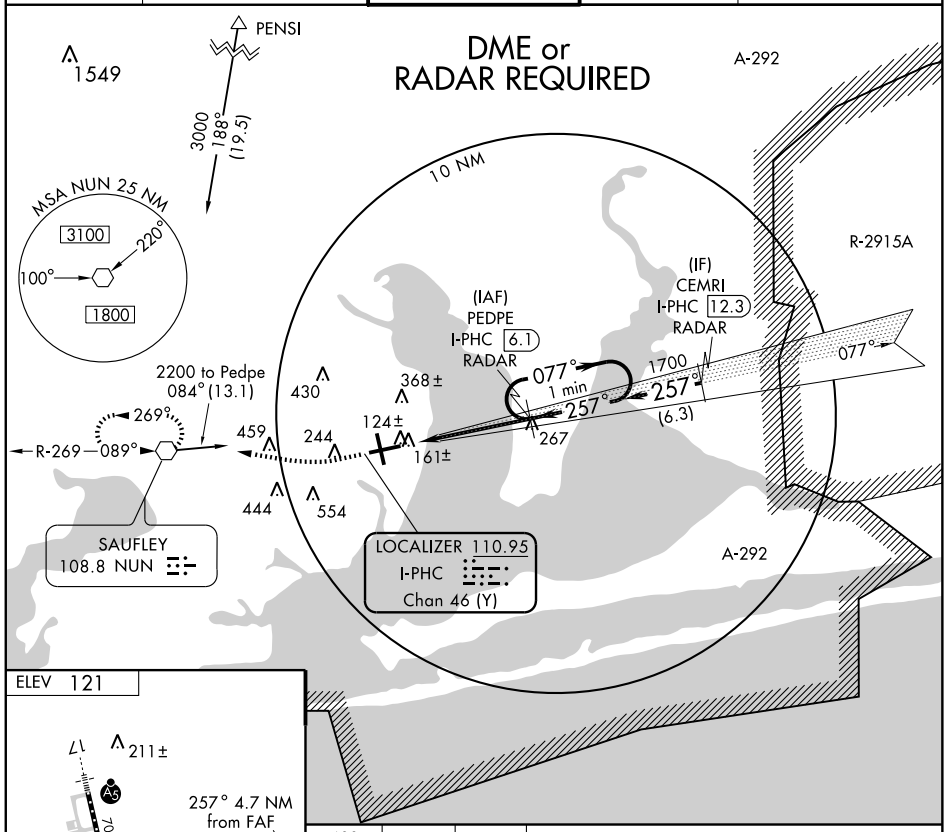
LOC/DME I-PHC	APP CRS	Rwy Idg	7000
110.95	257°	TDZE	114
Chan 46 (Y)		Apt Elev	121

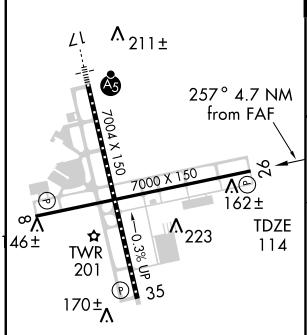
LOC RWY 26

PENSACOLA RGNL (PNS)

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct NUN VOR and hold, continue climb-in-hold to 3000.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875

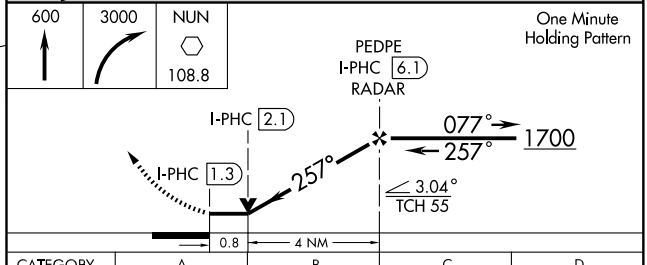




REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34



CATEGORY	A	B	C	D
S-26	420-1 306 (300-1)			
CIRCLING	560-1 439 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

NDB PKZ 326	APP CRS 346°	Rwy Idg 7004 TDZE 103 Apt Elev 121

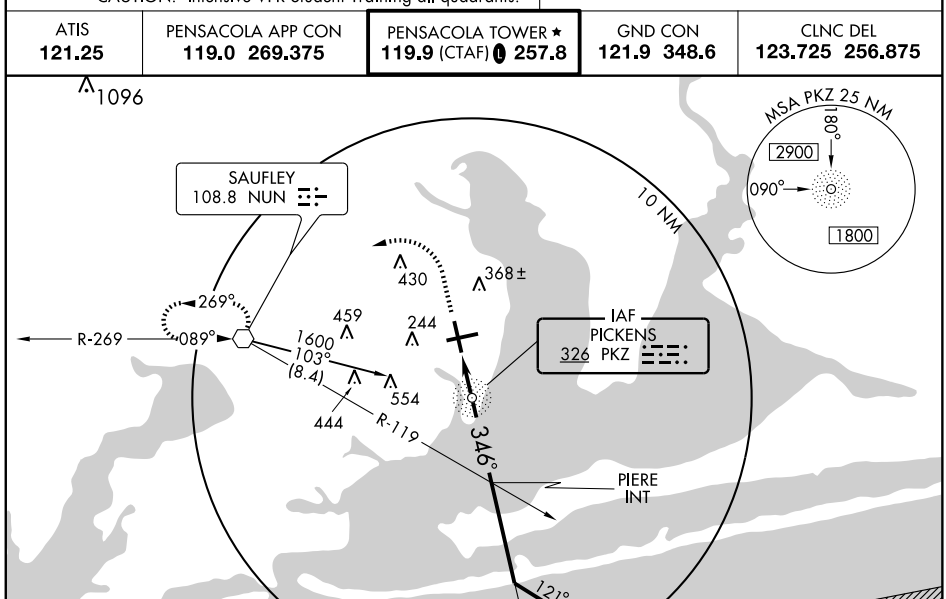
NDB RWY 35

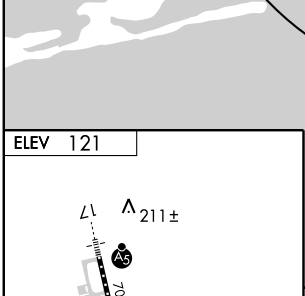
PENSACOLA RGNL (PNS)

CAUTION: Bay Bridge 3 miles south of airport may be mistaken for runway lights.
CAUTION: Intensive VFR Student Training all quadrants.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct NUN VOR and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875

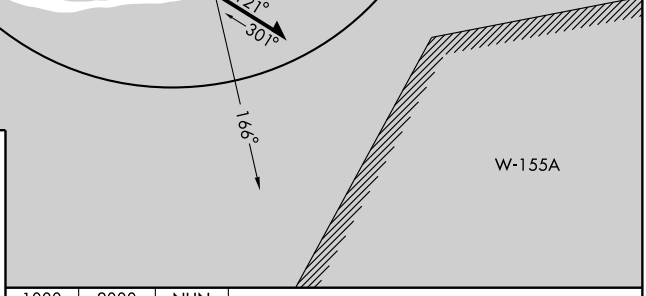




REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 1.7 NM

Knots	60	90	120	150	180
Min:Sec	1:42	1:08	0:51	0:41	0:34



CATEGORY	A	B	C	D
S-35	500-1 397 (400-1)			500-1¼ 397 (400-1¼)
CIRCLING	540-1 419 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 86219 W08A	APP CRS 077°	Rwy Idg 7000 TDZE 95 Apt Elev 121

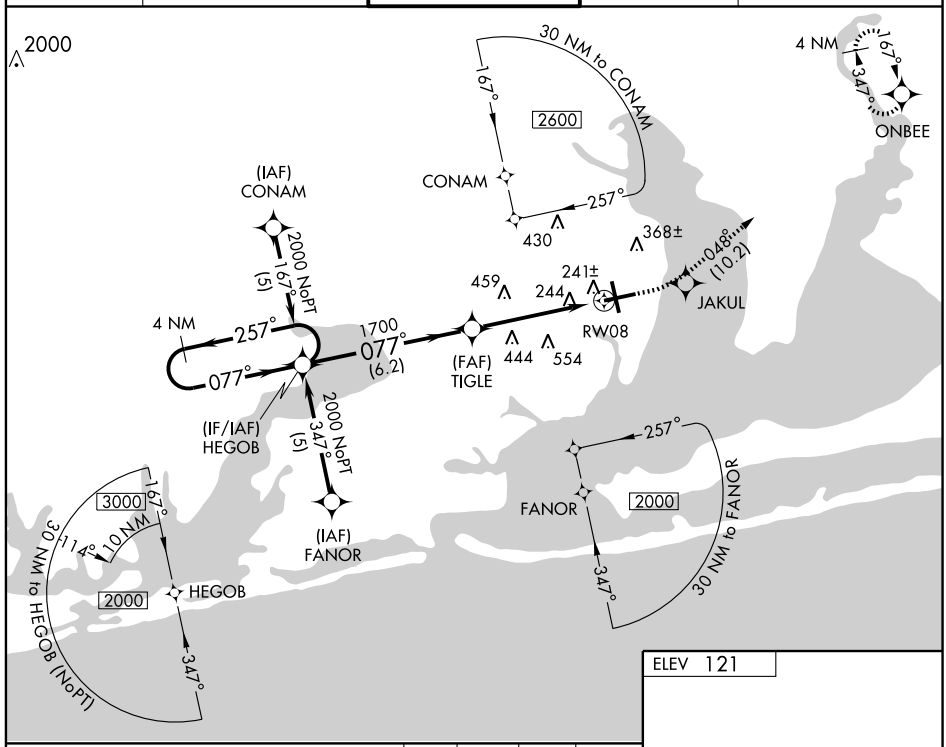
RNAV (GPS) RWY 8

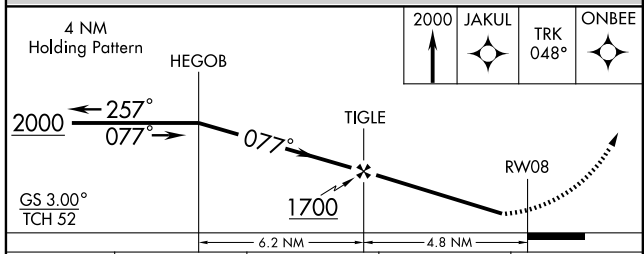
PENSACOLA RGNL (PNS)

Baro-VNAV NA below -15° C (5° F).
DME/DME RNP-0.3 NA.

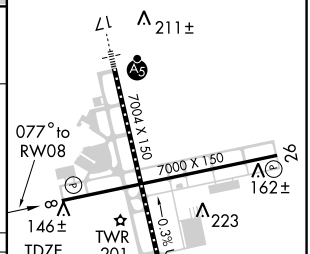
MISSED APPROACH: Climb to 2000 direct JAKUL and via 048° track to ONBEE and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875





CATEGORY	A	B	C	D
LPV DA	350-1 255 (300-1)			
LNAV/VNAV DA	540-1½ 445 (500-1½)			
LNAV MDA	720-1 625 (600-1)		720-1¾ 625 (600-1¾)	720-2 625 (600-2)
CIRCLING	720-1½ 599 (600-1½)		720-1¾ 599 (600-1¾)	720-2 599 (600-2)



REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7004
CH 97319	166°	TDZE	121
W17A		Apt Elev	121

RNAV (GPS) RWY 17

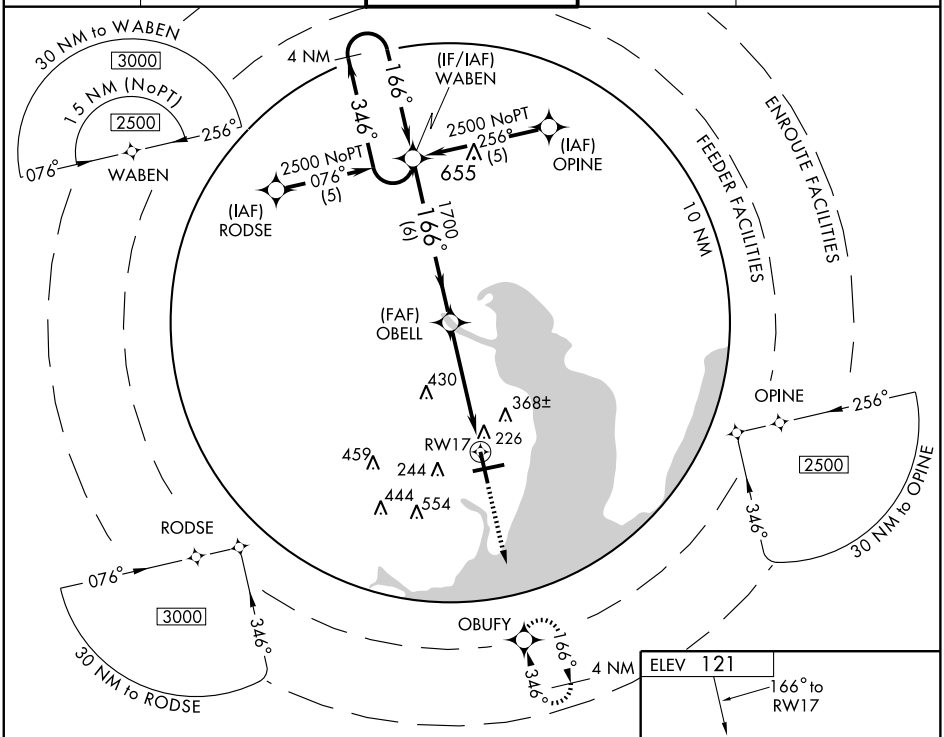
PENSACOLA RGNL (PNS)

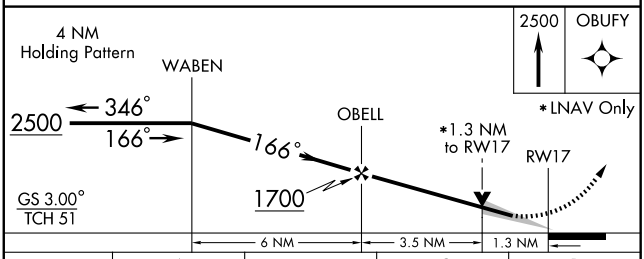
For inoperative MALSR, increase LPV visibility all Cats to RVR 5000.
Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

MALSR

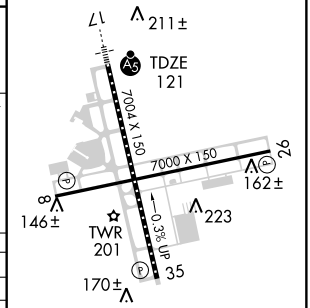
MISSED APPROACH: Climb to 2500 direct OBUFY and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875





CATEGORY	A	B	C	D
LPV DA	430/24 309 (400-½)			
LNAV/ VNAV DA	660-1½ 539 (600-1½)			
LNAV MDA	580/24 459 (500-½)		580/40 459 (500-¾)	580/50 459 (500-1)
CIRCLING	660-2 539 (600-2)	680-2 559 (600-2)		



REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

SE-3, 03 JUN 2010 to 01 JUL 2010

PENSACOLA, FLORIDA AL-318 (FAA)

WAAS	APP CRS	Rwy Idg	7000
CH 90119	257°	TDZE	114
W26A		Apt Elev	121

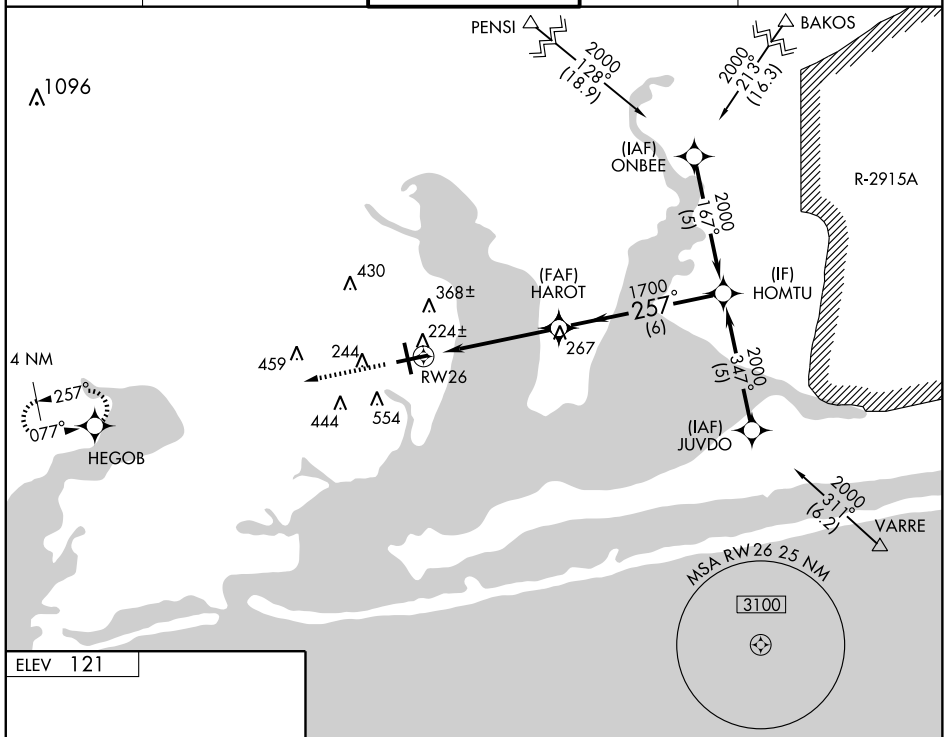
RNAV (GPS) RWY 26

PENSACOLA RGNL (PNS)

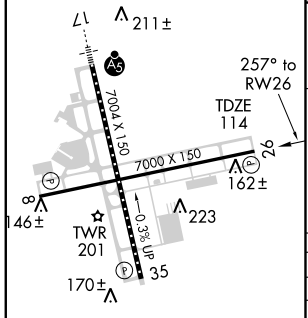
Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

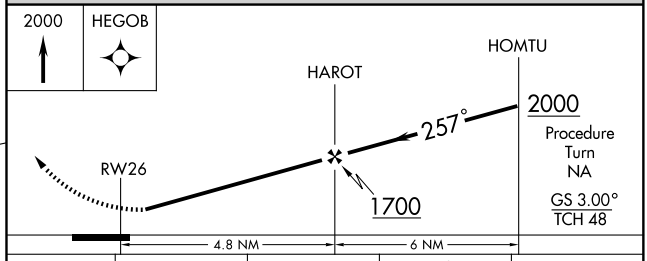
MISSED APPROACH: Climb to 2000 direct HEGOB WP and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875



ELEV 121





CATEGORY	A	B	C	D
LPV DA	370-1 256 (300-1)			
LNAV/VNAV DA	600-1¾ 486 (500-1¾)			
LNAV MDA	460-1 346 (400-1)			460-1¼ 346 (400-1¼)
CIRCLING	600-1¾ 479 (500-1¾)	680-1¾ 559 (600-1¾)		680-2 559 (600-2)

REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7004
CH 40020	346°	TDZE	103
W35A		Apt Elev	121

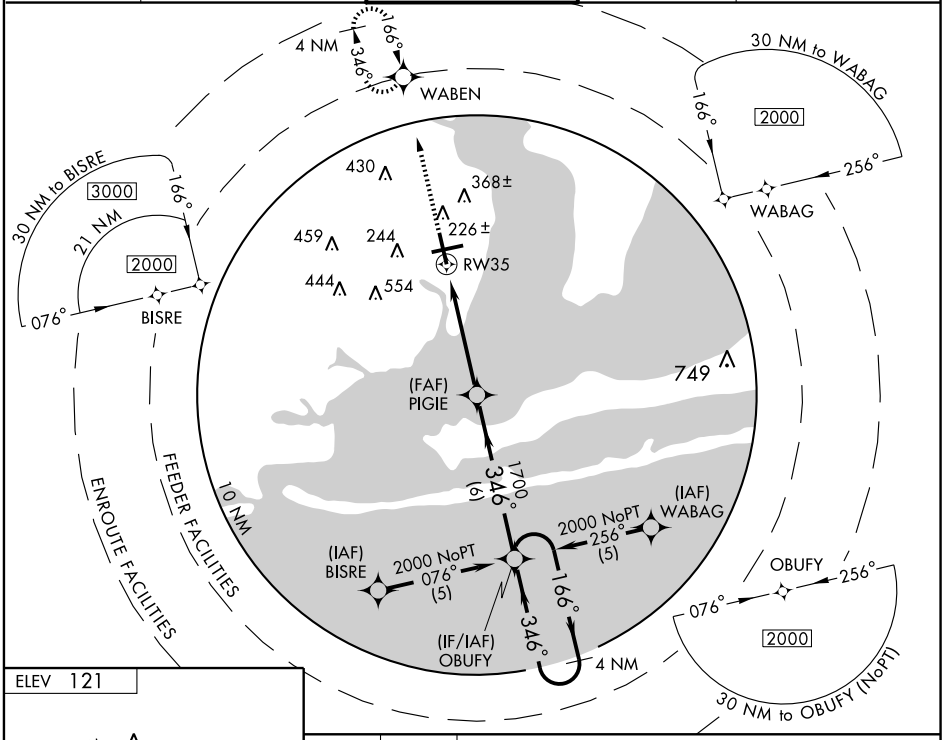
RNAV (GPS) RWY 35

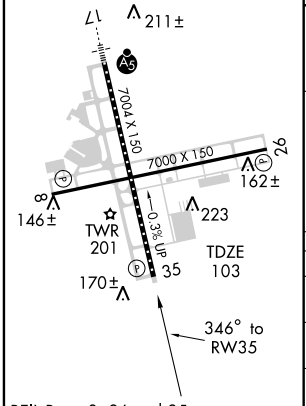
PENSACOLA RGNL (PNS)

Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

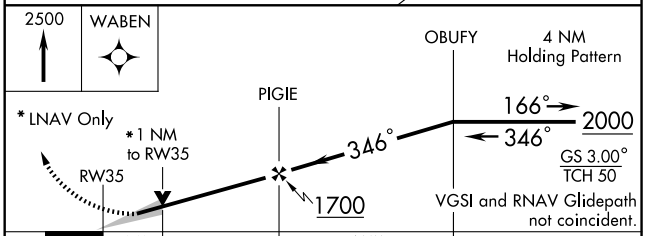
MISSED APPROACH: Climb to 2500 direct WABEN and hold.

ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875





REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L



CATEGORY	A	B	C	D
LPV DA	360-¾ 257 (300-¾)			
LNAV/VNAV DA	420-1 317 (300-1)			
LNAV MDA	480-1 377 (400-1)			480-1¼ 377 (400-1¼)
CIRCLING	560-1 439 (500-1)	680-1 559 (600-1)	680-1½ 559 (600-1½)	680-2 559 (600-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

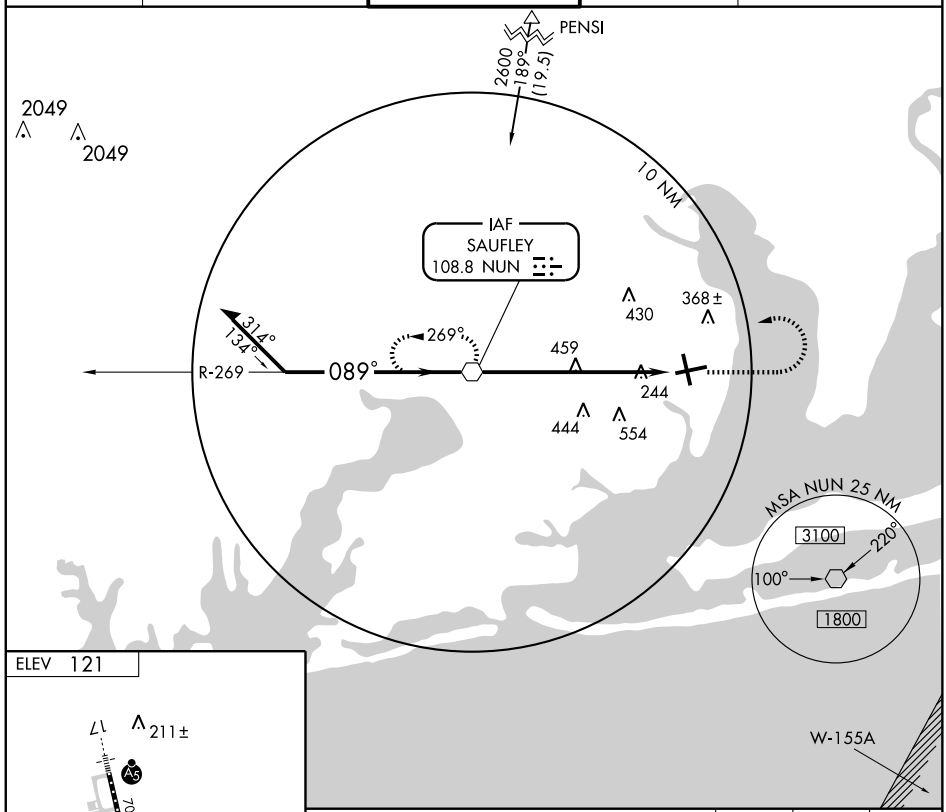
NUN VOR	APP CRS	Rwy Idg	7000
108.8	089°	TDZE	100
		Apt Elev	121

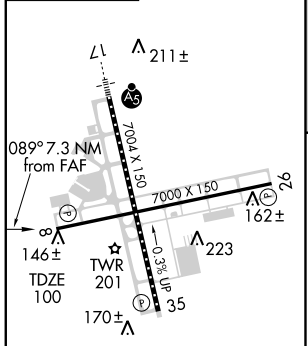
VOR RWY 8

PENSACOLA RGNL (PNS)

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct NUN VOR and hold.

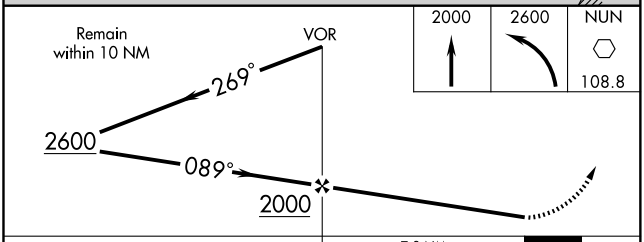
ATIS	PENSACOLA APP CON	PENSACOLA TOWER ★	GND CON	CLNC DEL
121.25	119.0 269.375	119.9 (CTAF) L 257.8	121.9 348.6	123.725 256.875





REIL Rwys 8, 26 and 35
TDZ/CL Rwys 17 and 35
HIRL Rwys 8-26 and 17-35 L

FAF to MAP 7.3 NM					
Knots	60	90	120	150	180
Min:Sec	7:18	4:52	3:39	2:55	2:26



CATEGORY	A	B	C	D
S-8	800-1 700 (700-1)		800-2 700 (700-2)	800-2¼ 700 (700-2¼)
CIRCLING	800-1 679 (700-1)		800-2 679 (700-2)	800-2¼ 679 (700-2¼)

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4986
184°	TDZE	43
	Apt Elev	45

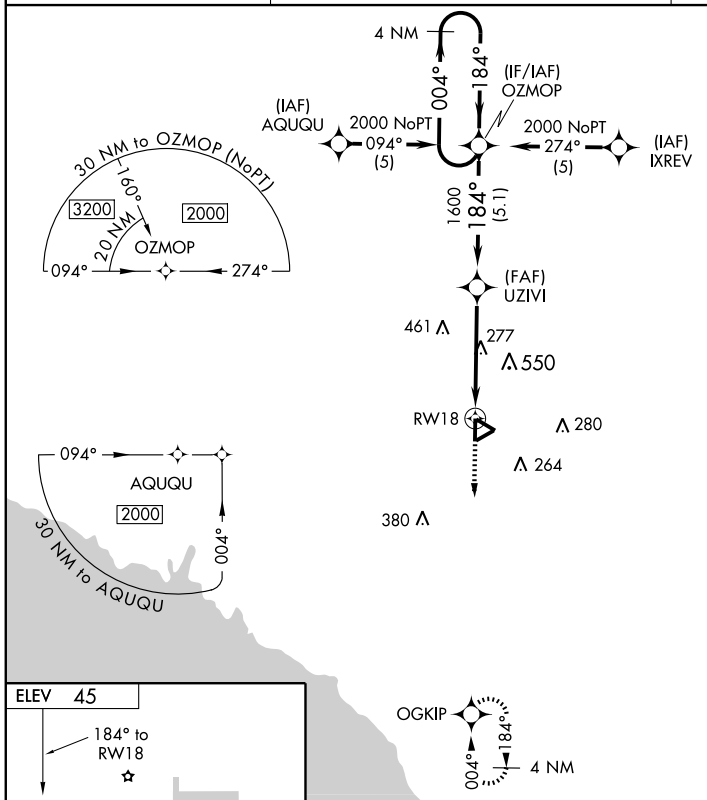
RNAV (GPS) RWY 18

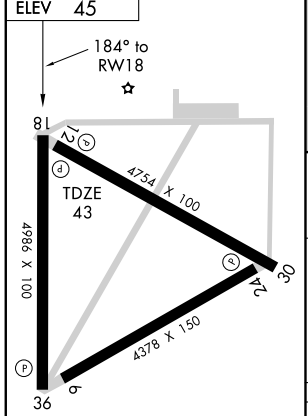
PERRY-FOLEY (40J)

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

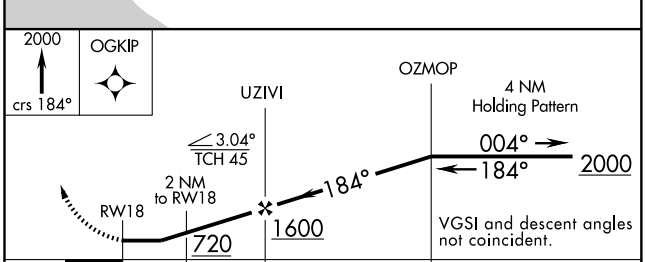
MISSED APPROACH: Climb to 2000 via 184° course to OGKIP WP and hold.

AWOS-1	JACKSONVILLE CENTER	UNICOM
118.375	127.8 352.0	122.8 (CTAF) L





REIL Rwy 12 L
MIRL Rwys 12-30 and 18-36 L



CATEGORY	A	B	C	D
LNAV MDA	660-1	617 (700-1)	660-1¾ 617 (700-1¾)	660-2 617 (700-2)
CIRCLING	660-1	615 (700-1)	660-1¾ 615 (700-1¾)	860-2¾ 845 (900-2¾)

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4986
004°	TDZE	43
	Apt Elev	45

RNAV (GPS) RWY 36

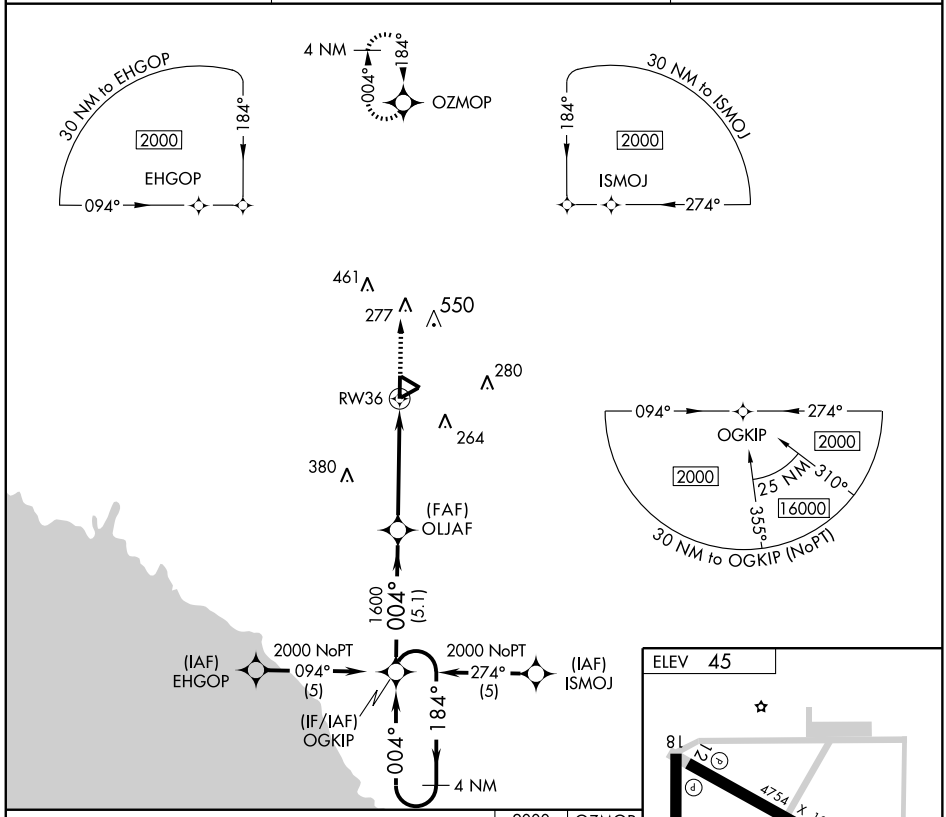
PERRY-FOLEY (40J)

NA

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 via 004° course to OZMOP WP and hold.

AWOS-1	JACKSONVILLE CENTER	UNICOM
118.375	127.8 352.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	460-1	417 (500-1)	460-1¼	417 (500-1¼)
CIRCLING	620-1	575 (600-1)	620-1½ 575 (600-1½)	860-2¾ 815 (900-2¾)

REIL Rwy 12 L

MIRL Rwys 12-30 and 18-36 L

SE-3, 03 JUN 2010 to 01 JUL 2010

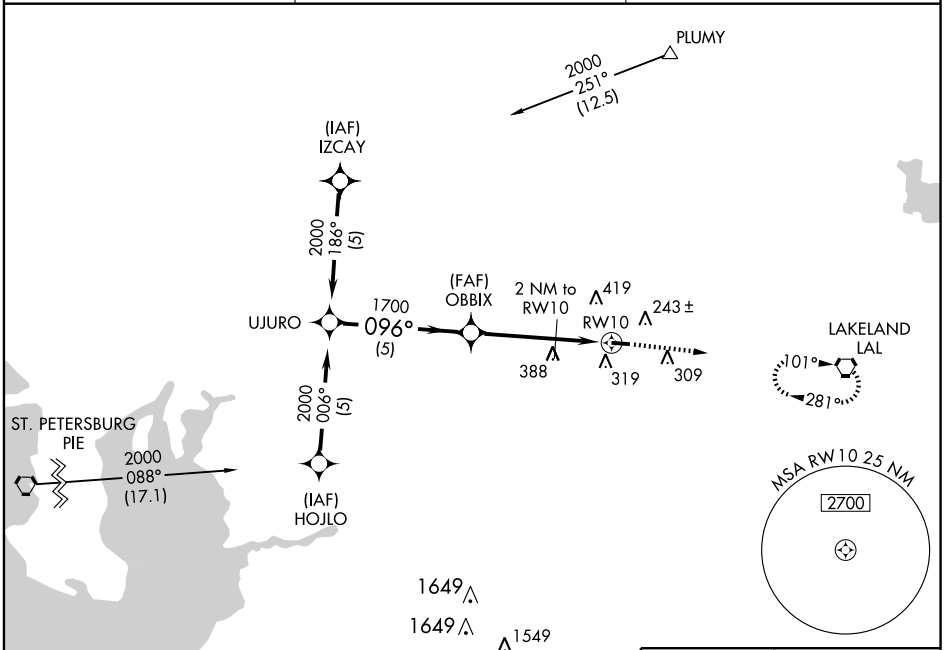
APP CRS	Rwy Idg	3750
096°	TDZE	154
	Apt Elev	154

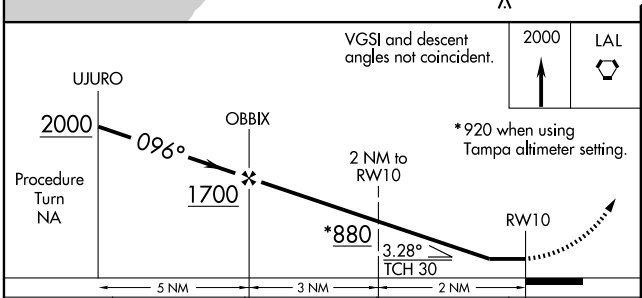
GPS RWY 10
PLANT CITY (PCM)

Use Lakeland altimeter setting; when not received, use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct LAL VORTAC and hold.

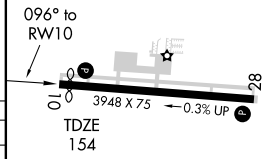
AWOS-3	TAMPA APP CON	UNICOM
120.025	120.65 290.3	123.05 (CTAF) L





CATEGORY	A	B	C	D
S-10	580-1 426 (500-1)		NA	
CIRCLING	700-1 546 (600-1)	800-1 646 (700-1)	NA	
TAMPA INTL ALTIMETER SETTING MINIMUMS				
S-10	620-1 466 (500-1)		NA	
CIRCLING	740-1 586 (600-1)	860-1 706 (800-1)	NA	

ELEV 154



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SE-3, 03 JUN 2010 to 01 JUL 2010

NDB PCM 346	APP CRS 088°	Rwy Idg 3750 TDZE 154 Apt Elev 154

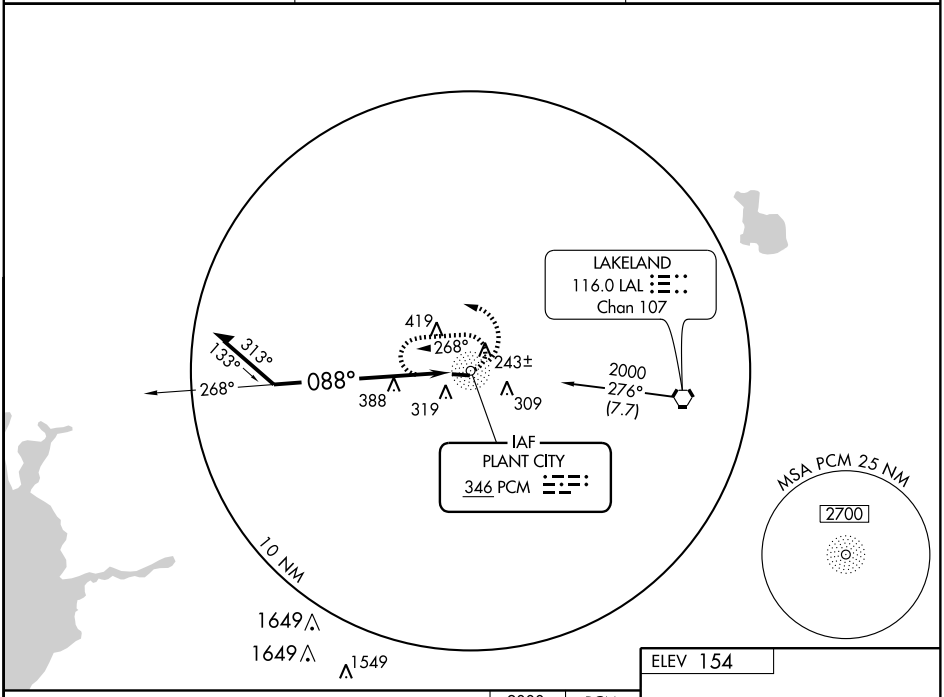
NDB RWY 10
PLANT CITY (PCM)

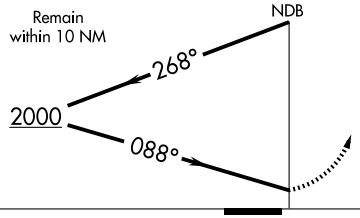
NA

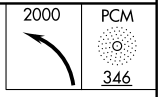
Use Lakeland altimeter setting; when not received, use Tampa Intl altimeter setting.

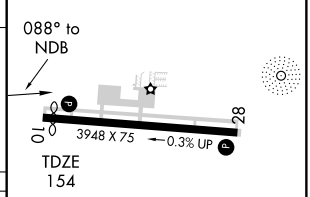
MISSED APPROACH: Climbing left turn to 2000 in PCM NDB holding pattern.

AWOS-3	TAMPA APP CON	UNICOM
120.025	120.65 290.3	123.05 (CTAF) L









CATEGORY	A	B	C	D
S-10	860-1	706 (800-1)	NA	
CIRCLING	860-1	706 (800-1)	NA	
TAMPA INTL ALTIMETER SETTING MINIMUMS				
S-10	900-1 746 (800-1)	900-1¼ 746 (800-1¼)	NA	
CIRCLING	900-1 746 (800-1)	900-1¼ 746 (800-1¼)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

SE-3, 03 JUN 2010 to 01 JUL 2010

PLANT CITY, FLORIDA AL-5941 (FAA)

VORTAC LAL	APP CRS	Rwy Idg	3948
116.0	275°	TDZE	154
Chan 107		Apt Elev	154

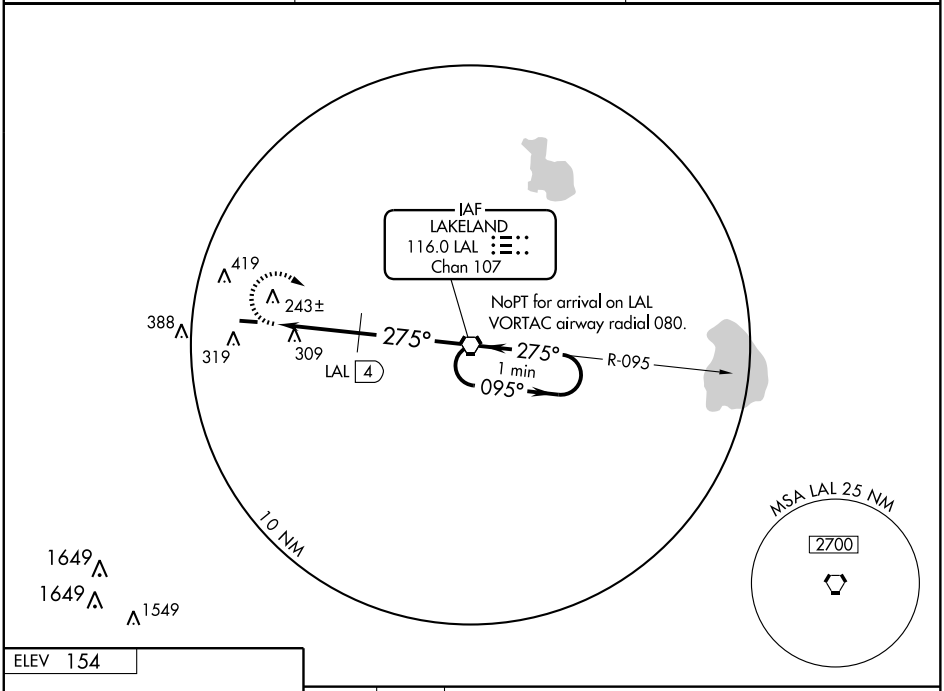
VOR RWY 28
PLANT CITY (PCM)

Use Lakeland altimeter setting, when not received, use Tampa Intl altimeter setting and increase all MDAs 60 feet.

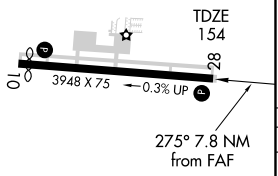
NA

MISSED APPROACH: Climbing right turn to 2000 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
120.025	120.65 290.3	123.05 (CTAF) L

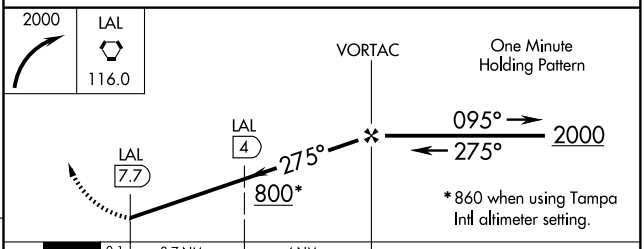


ELEV 154



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

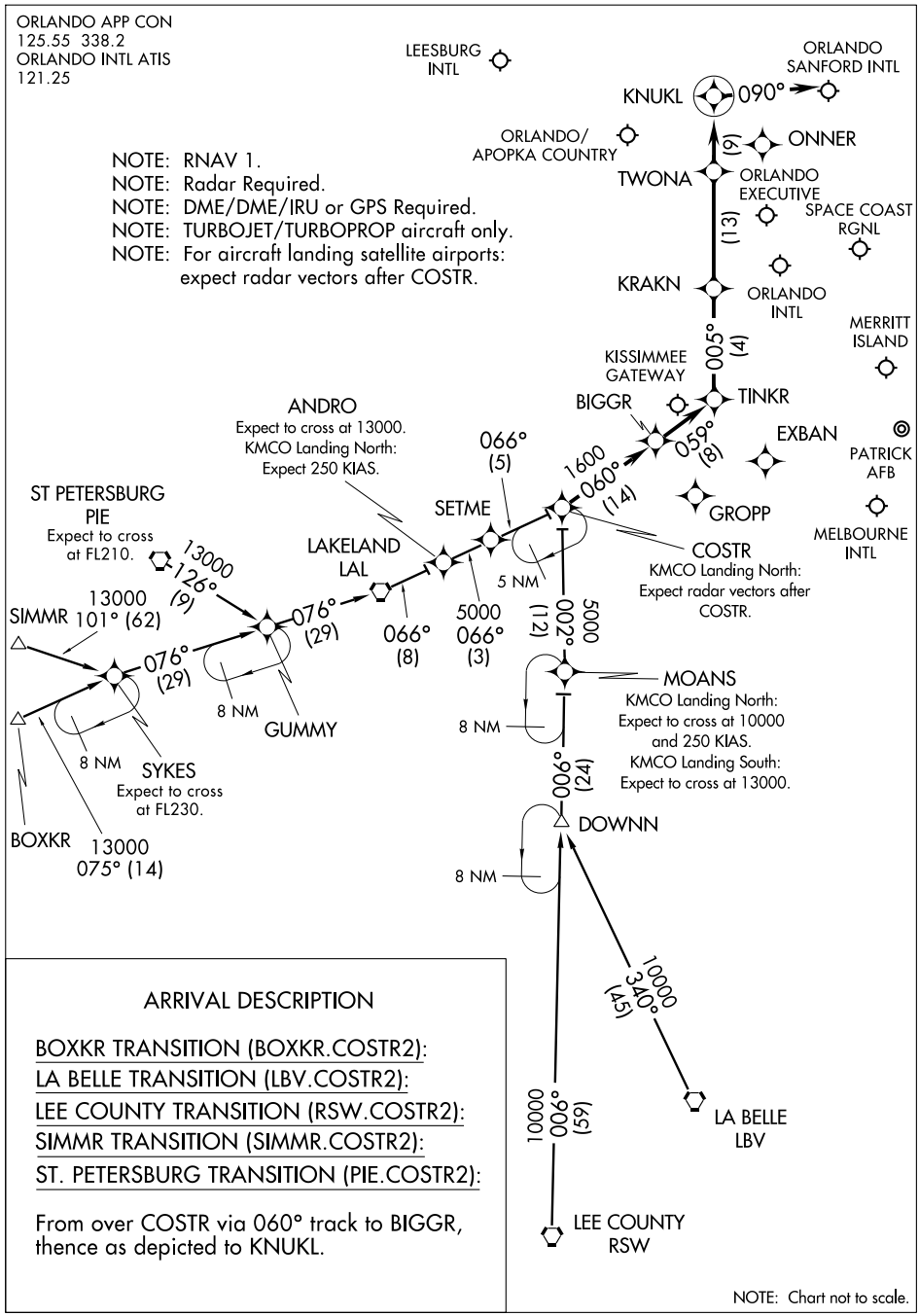
FAF to MAP 7.7 NM					
Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34



CATEGORY	A	B	C	D
S-28	800-1 646 (700-1)		NA	
CIRCLING	800-1 646 (700-1)		NA	
DME MINIMUMS				
S-28	600-1 446 (500-1)		NA	
CIRCLING	700-1 546 (600-1)	800-1 646 (700-1)	NA	

SE-3, 03 JUN 2010 to 01 JUL 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

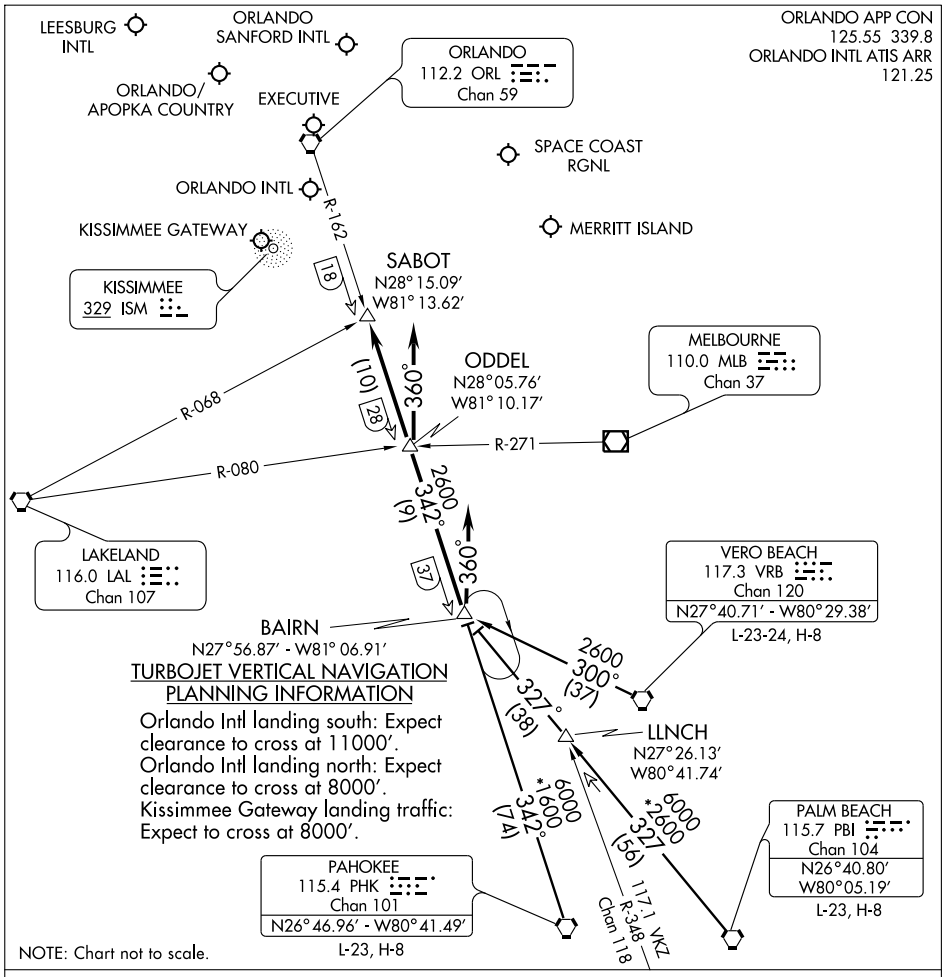
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

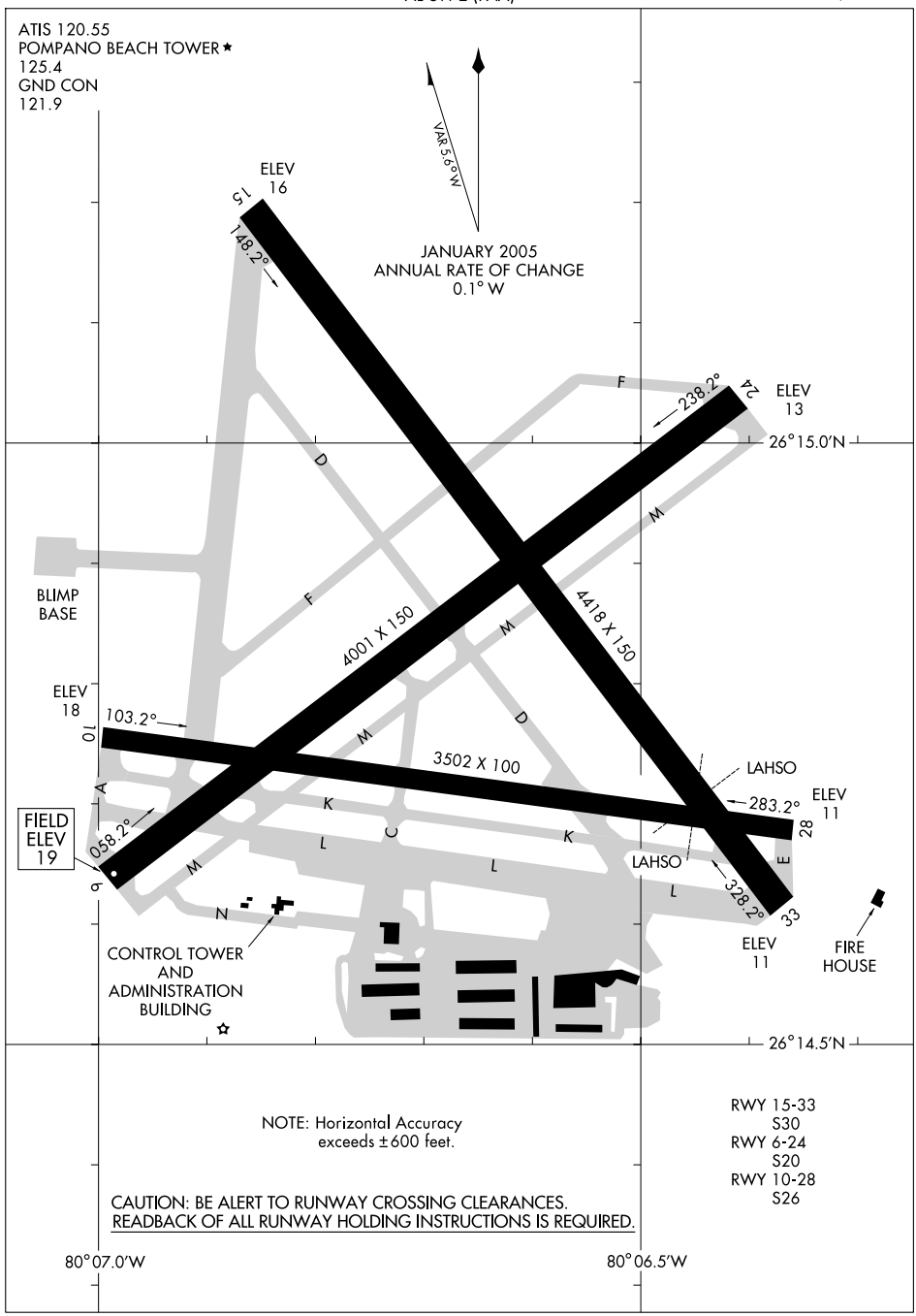
ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

06215

AIRPORT DIAGRAM

AL-5972 (FAA)

POMPANO BEACH AIRPARK (PMP)
POMPANO BEACH, FLORIDA

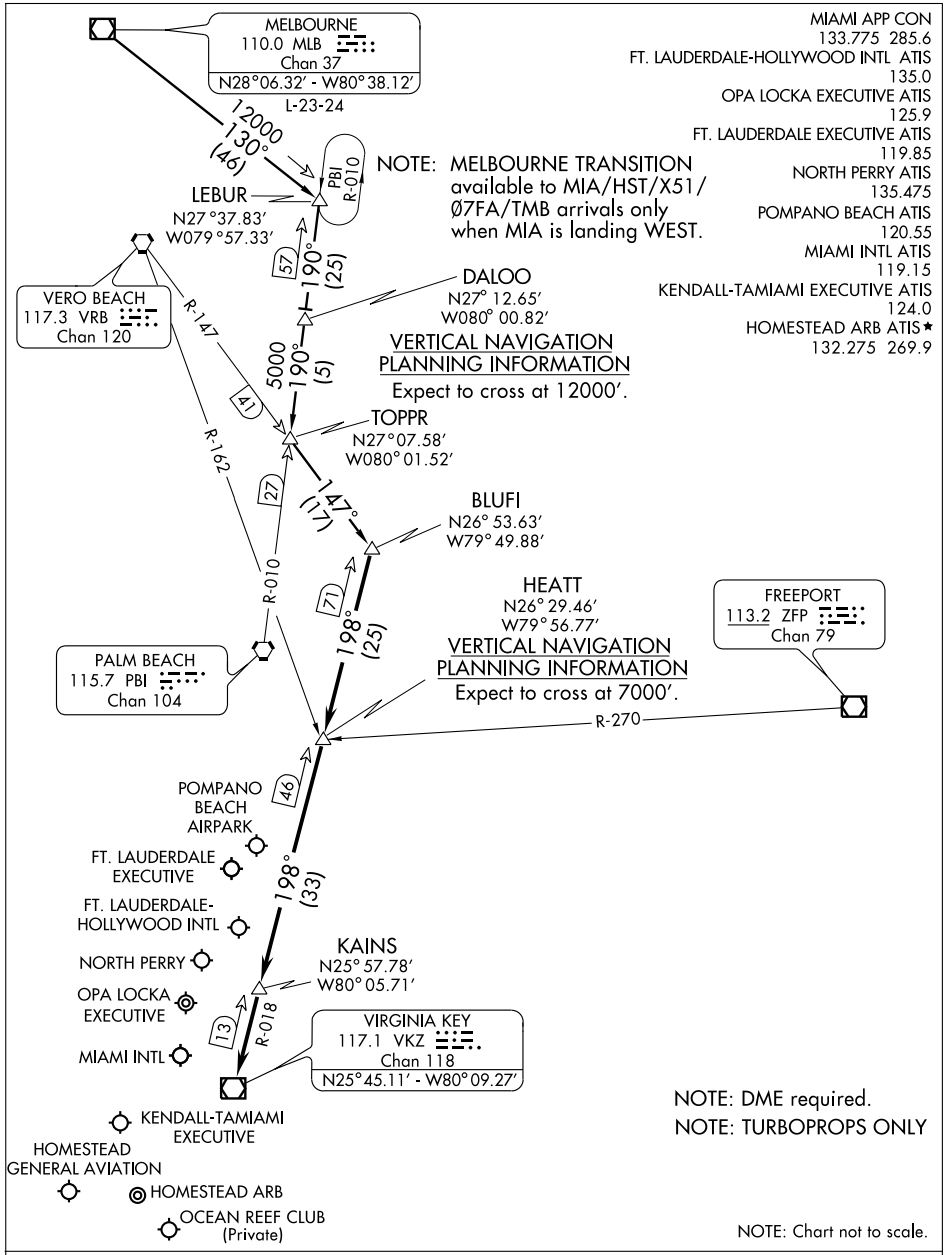


NOTE: Horizontal Accuracy exceeds ±600 feet.

RWY 15-33
S30
RWY 6-24
S20
RWY 10-28
S26

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-3, 03 JUN 2010 to 01 JUL 2010



MELBOURNE TRANSITION (MLB.BLUFI1): From over MLB VOR/DME via MLB R-130 to LEBUR INT, then via PBI R-010 to TOPPR INT, then via VRB R-147 to BLUFI INT. Thence . . .

. . . From over BLUFI INT via VKZ R-018 to VKZ VOR/DME. Expect radar vectors to final approach course after KAINS INT.

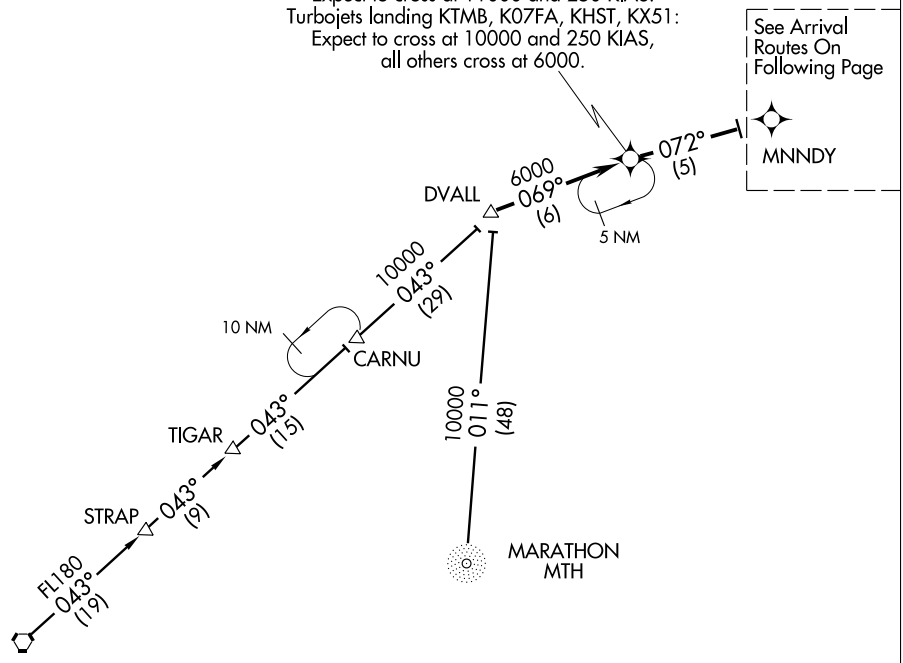
CURSO TWO ARRIVAL (RNAV) (Transition Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL-TAMIAMI EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS ★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55

KEY WEST TRANSITION (EYW.CURSO2):
MARATHON TRANSITION (MTH.CURSO2):

. . . . From over DVALL via 069° track to CURSO, then via 072° track to MNNDY, thence as depicted.

CURSO
Turbojets landing KMIA: Expect to cross at:
Landing East: 10000 and 250 KIAS.
Landing West: 14000 and 280 KIAS.
Turbojets Landing KOPF: Expect to cross at 10000.
Turbojets Landing KFLL, KFXE, KPMP:
Expect to cross at 11000 and 250 KIAS.
Turbojets landing KTMB, K07FA, KHST, KX51:
Expect to cross at 10000 and 250 KIAS,
all others cross at 6000.

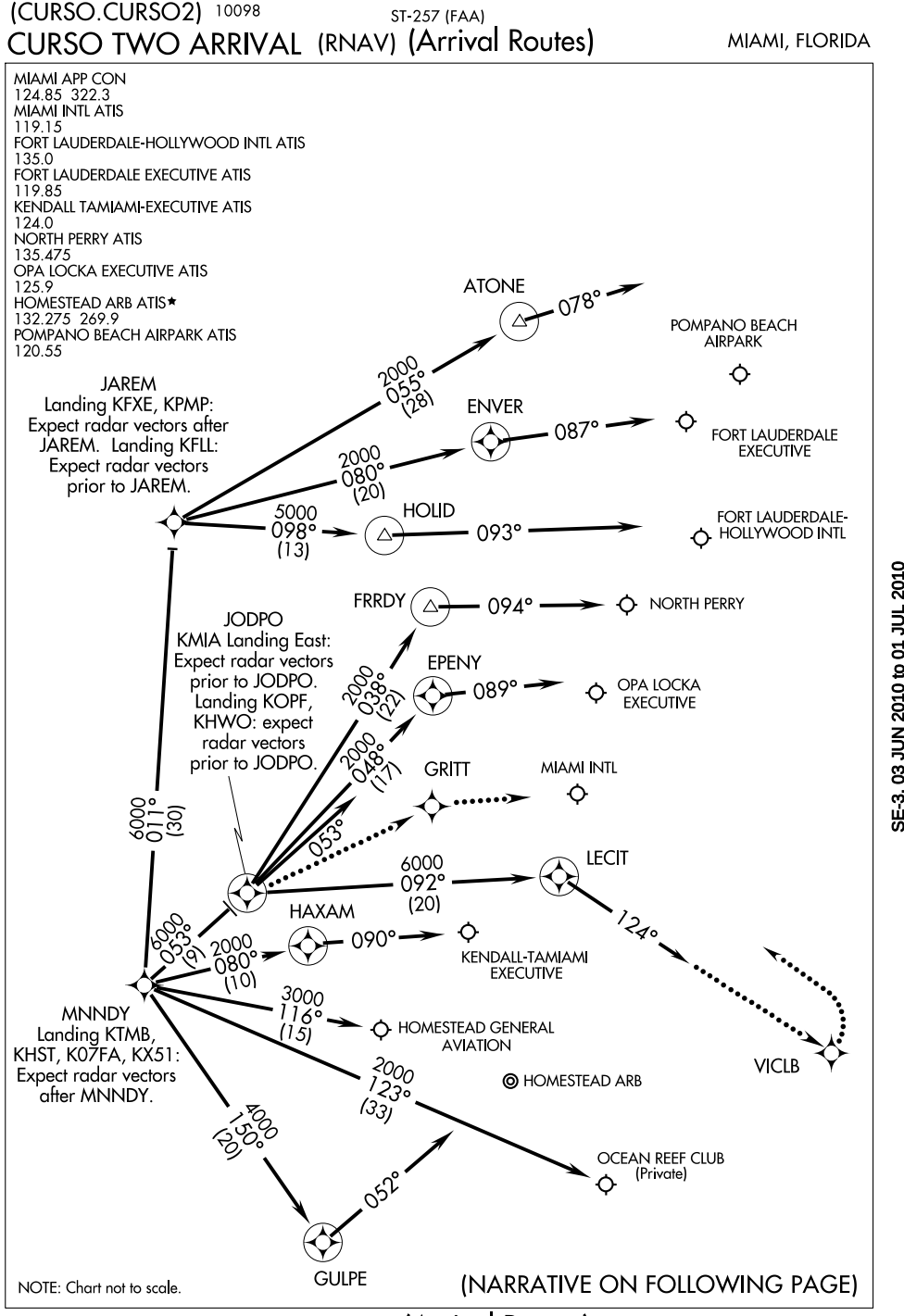


NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar required.
NOTE: For non-GPS equipped aircraft, EYW transition: PHK DME must be operational.
NOTE: For non-GPS equipped aircraft, MTH transition: PHK and EYW DMEs must be operational.

NOTE: Chart not to scale.

CURSO TWO ARRIVAL (RNAV) (Arrival Routes)

MIAMI APP CON
124.85 322.3
MIAMI INTL ATIS
119.15
FORT LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
FORT LAUDERDALE EXECUTIVE ATIS
119.85
KENDALL TAMIAMI-EXECUTIVE ATIS
124.0
NORTH PERRY ATIS
135.475
OPA LOCKA EXECUTIVE ATIS
125.9
HOMESTEAD ARB ATIS★
132.275 269.9
POMPANO BEACH AIRPARK ATIS
120.55



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

KMIA Landing East Rwy 08R/08L/09/12: From over MNNDY via 053° track to JODPO, then fly heading 053°. Expect radar vectors to final approach course.

KMIA Landing West Rwy 26R/26L/27/30: From over MNNDY via 053° track to JODPO, then via 092° track to LECIT, then fly heading 124°. Expect radar vectors to final approach course.

Landing KPMP: From over MNNDY via 011° track to JAREM, then via 055° track to ATONE, then fly heading 078°. Expect radar vectors to final approach course.

Landing KFXE: From over MNNDY via 011° track to JAREM, then via 080° track to ENVER, then fly heading 087°. Expect radar vectors to final approach course.

Landing KFLL: From over MNNDY via 011° track to JAREM, then via 098° track to HOLID, then fly heading 093°. Expect radar vectors to final approach course.

Landing KHWO: From over MNNDY via 053° track to JODPO, then via 038° track to FRRDY, then fly heading 094°. Expect radar vectors to final approach course.

Landing KOPF: From over MNNDY via 053° track to JODPO, then via 048° track to EPENY, then fly heading 089°. Expect radar vectors to final approach course.

Landing KTMB: From over MNNDY via 080° track to HAXAM, then fly heading 090°. Expect radar vectors to final approach course.

Landing KX51: From over MNNDY via 116° track to KX51.

Landing K07FA: From over MNNDY via 123° track to K07FA.

Landing KHST: From over MNNDY via 150° track to GULPE, then fly heading 052°. Expect radar vectors to final approach course.

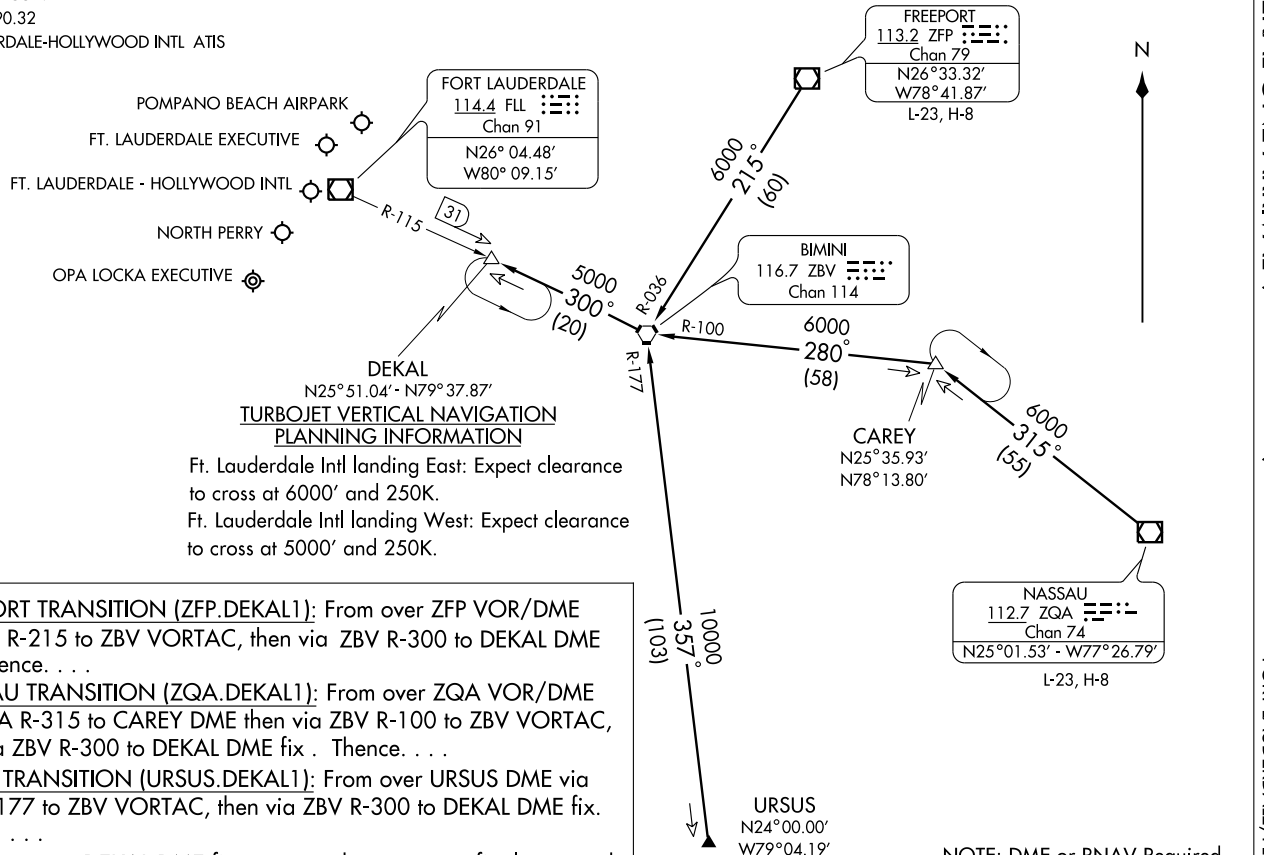
LOST COMMUNICATIONS:

KMIA Landing East: Track to JODPO, then proceed direct GRITT, intercept Rwy 09 final approach course, conduct approach.
KMIA Landing West: Track to LECIT, then proceed direct VICLB, turn left to intercept Rwy 30 final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

DEKAL ONE ARRIVAL (DEKAL.DEKAL1)

MIAMI APP CON
119.45 290.32
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Ft. Lauderdale Intl landing East: Expect clearance to cross at 6000′ and 250K.

Ft. Lauderdale Intl landing West: Expect clearance to cross at 5000′ and 250K.

FREEPORT TRANSITION (ZFP.DEKAL1): From over ZFP VOR/DME via ZFP R-215 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

NASSAU TRANSITION (ZQA.DEKAL1): From over ZQA VOR/DME via ZQA R-315 to CAREY DME then via ZBV R-100 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix . Thence. . . .

URSUS TRANSITION (URSUS.DEKAL1): From over URSUS DME via ZBV R-177 to ZBV VORTAC, then via ZBV R-300 to DEKAL DME fix. Thence. . . .

. . . .From over DEKAL DME fix expect radar vectors to final approach course.

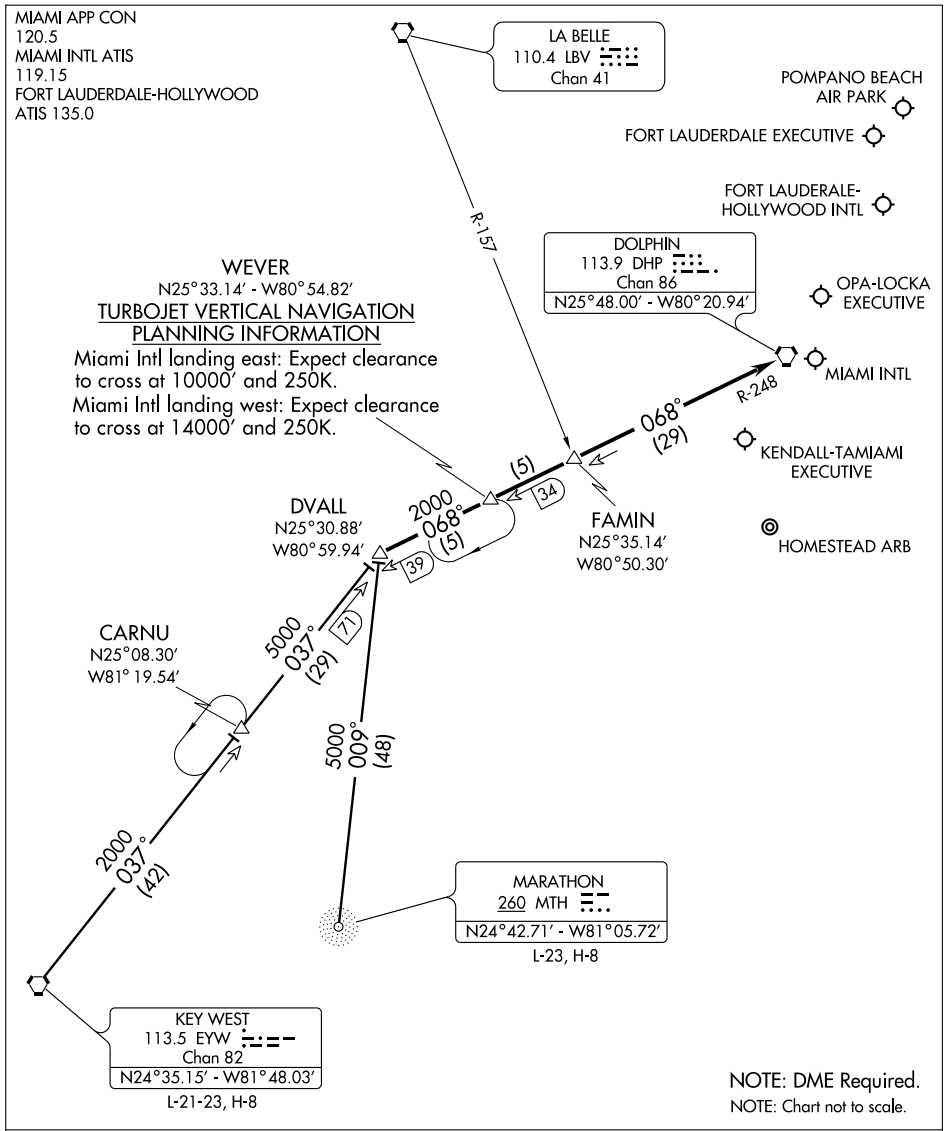
NOTE: DME or RNAV Required.

NOTE: Chart not to scale.

DVALL ONE ARRIVAL (DVALL.DVALL1)

ST-257 (FAA)

MIAMI, FLORIDA



KEY WEST TRANSITION (EYW.DVALL1): From over EYW VORTAC via EYW R-037 to DVALL INT. Thence. . . .

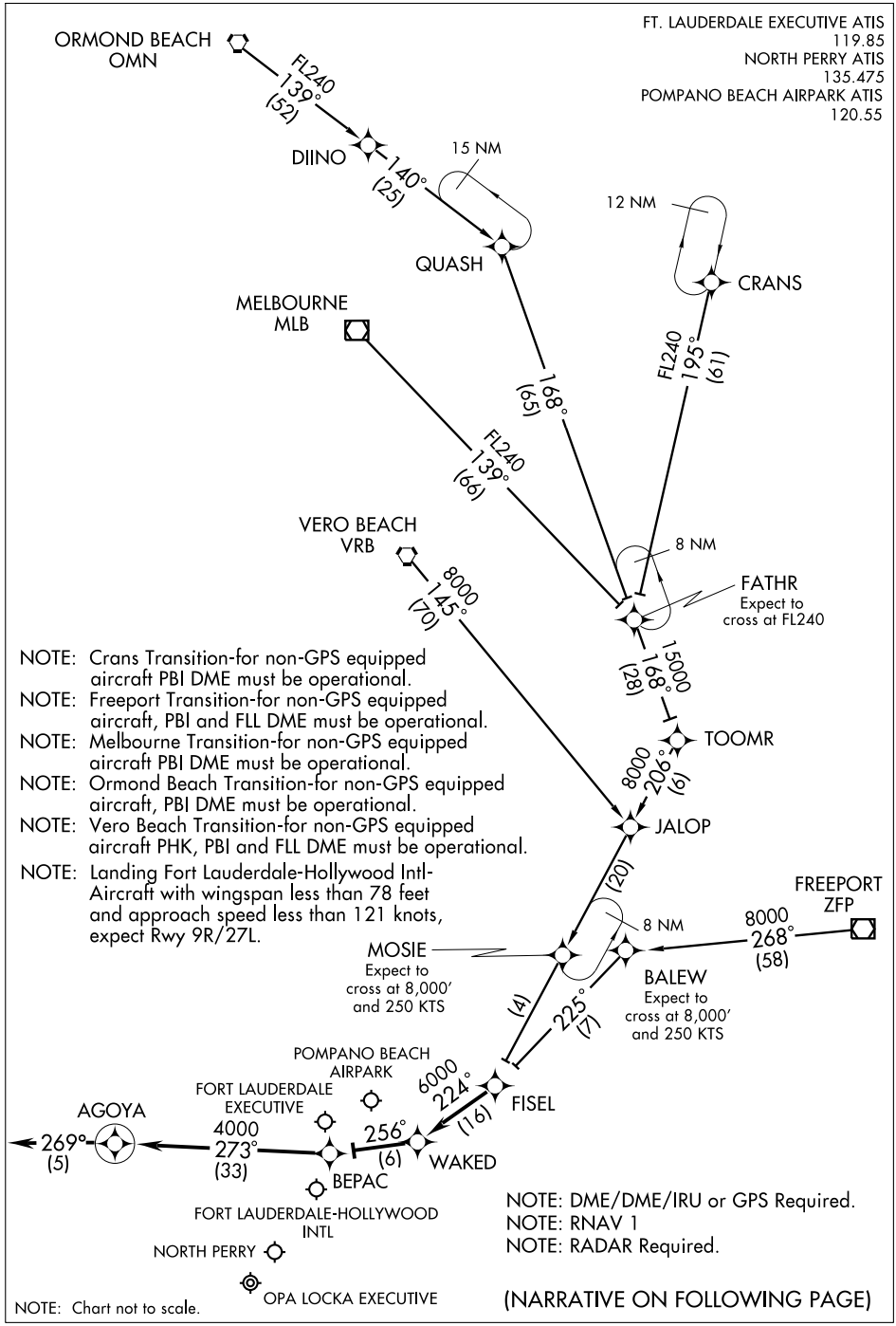
MARATHON TRANSITION (MTH.DVALL1): From over MTH NDB via bearing 009° to DVALL INT. Thence. . . .

. . . .From over DVALL INT via DHP R-248 to DHP VORTAC. Expect radar vectors to final approach course after FAMIN INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

FISEL TWO ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA



NOTE: Crans Transition-for non-GPS equipped aircraft PBI DME must be operational.

NOTE: Freeport Transition-for non-GPS equipped aircraft, PBI and FLL DME must be operational.

NOTE: Melbourne Transition-for non-GPS equipped aircraft PBI DME must be operational.

NOTE: Ormond Beach Transition-for non-GPS equipped aircraft, PBI DME must be operational.

NOTE: Vero Beach Transition-for non-GPS equipped aircraft PHK, PBI and FLL DME must be operational.

NOTE: Landing Fort Lauderdale-Hollywood Intl-Aircraft with wingspan less than 78 feet and approach speed less than 121 knots, expect Rwy 9R/27L.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RNAV 1

NOTE: RADAR Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL ROUTE DESCRIPTION

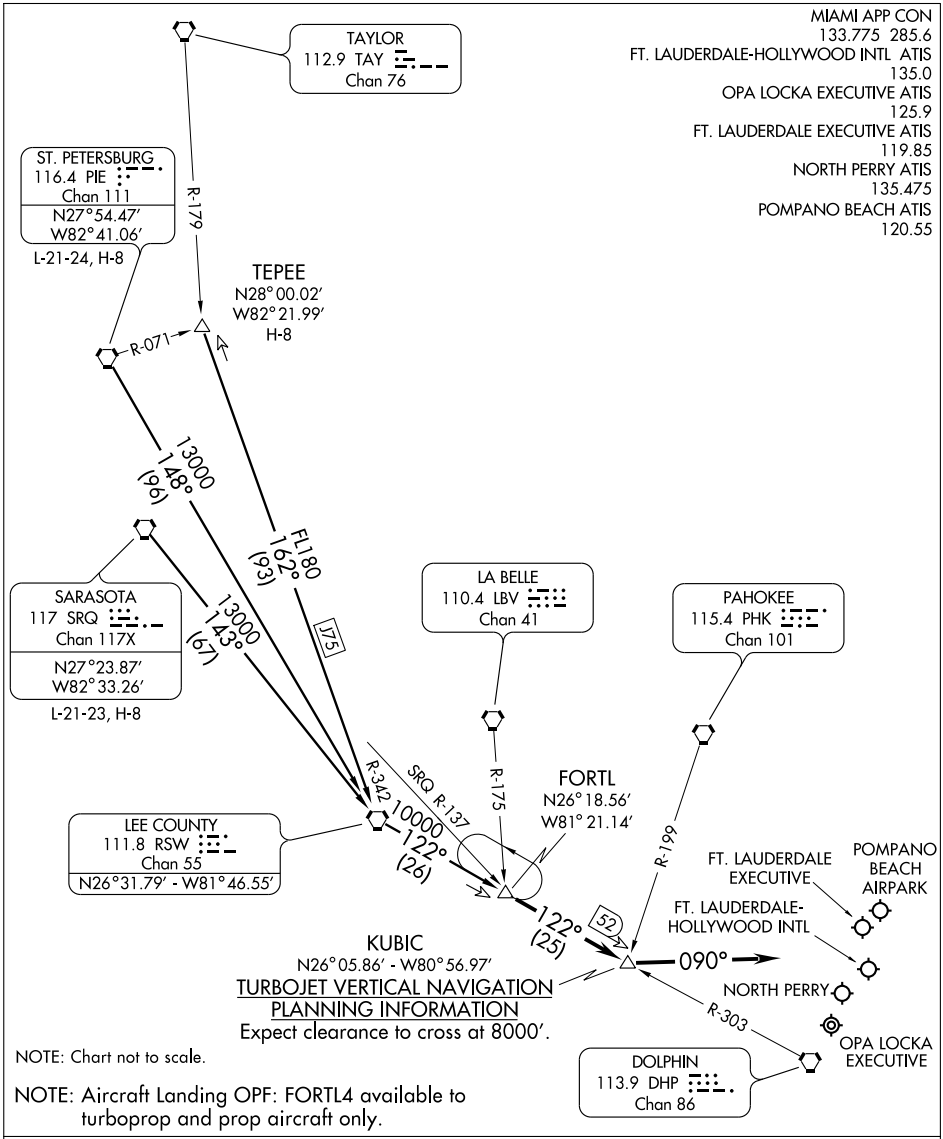
CRANS TRANSITION (CRANS.FISEL2):
FREEPORT TRANSITION (ZFP.FISEL2):
MELBOURNE TRANSITION (MLB.FISEL2):
ORMOND BEACH TRANSITION (OMN.FISEL2):
VERO BEACH TRANSITION (VRB.FISEL2):

From over FISEL WP via 224° track to WAKED WP, thence as depicted to AGOYA WP.

Landing Fort Lauderdale-Hollywood Intl East: Expect radar vectors to final approach course prior to AGOYA WP.
Landing Fort Lauderdale-Hollywood Intl West: Expect radar vectors to final approach course after FISEL WP.

Landing Fort Lauderdale Executive, Pompano Beach Airpark, Opa Locka, North Perry: Expect radar vectors to final approach course prior to WAKED WP.

SE-3. 03 JUN 2010 to 01 JUL 2010



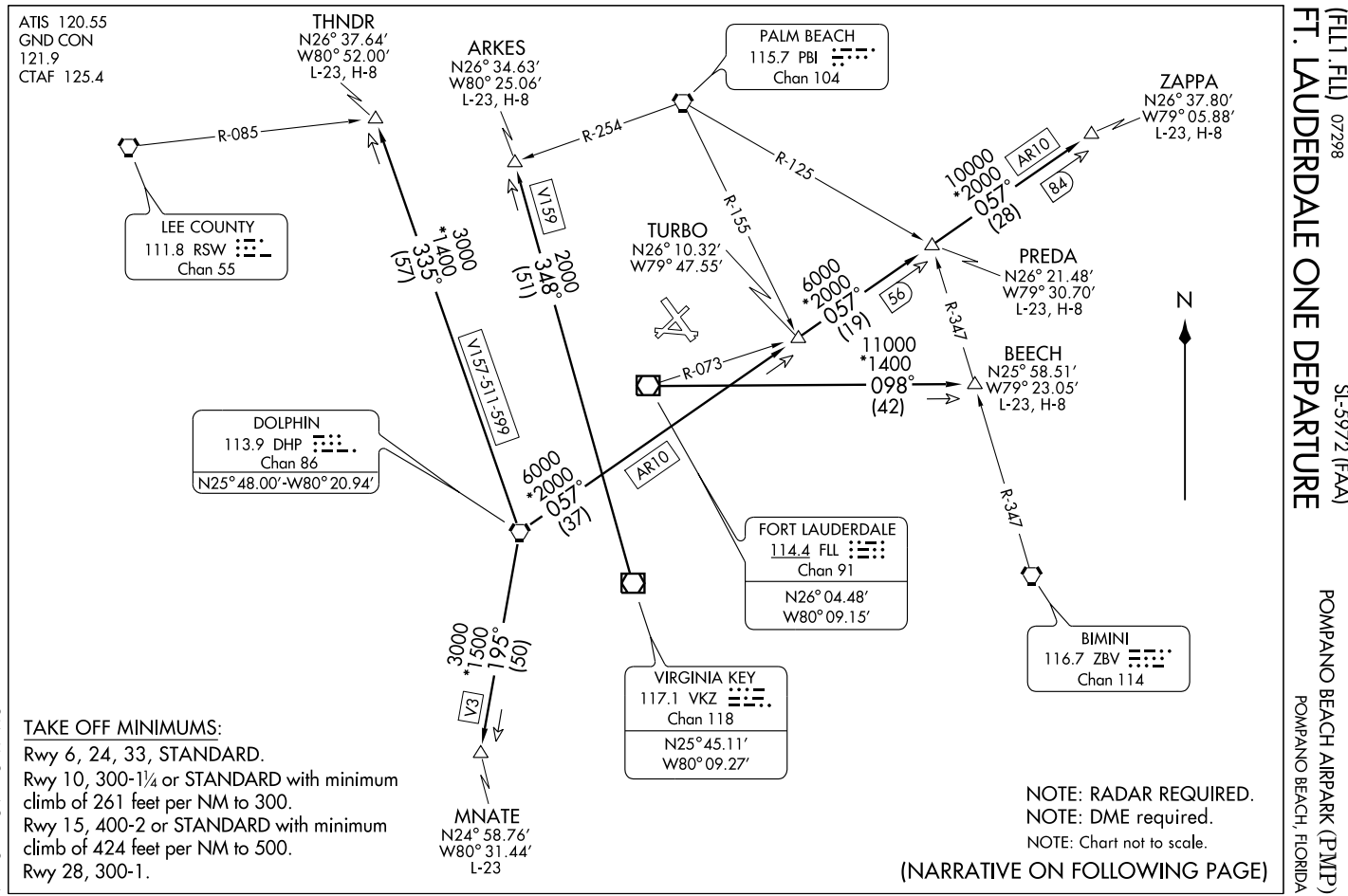
ST. PETERSBURG TRANSITION (PIE.FORTL4): From over PIE VORTAC via PIE R-148 and RSW R-122 to FORTL INT. Thence. . . .

SARASOTA TRANSITION (SRQ.FORTL4): From over SRQ VORTAC via SRQ R-143 and RSW R-122 to FORTL INT. Thence. . . .

TEPEE TRANSITION (TEPEE.FORTL4): From over TEPEE INT via J75 and RSW R-122 to FORTL INT. Thence. . . .

. . . .From over FORTL INT via RSW R-122 to KUBIC INT, then heading 090°. Expect radar vectors to final approach course.

FT. LAUDERDALE ONE DdeparturE



TAKE OFF MINIMUMS:

Rwy 6, 24, 33, STANDARD.
Rwy 10, 300-1¼ or STANDARD with minimum climb of 261 feet per NM to 300.
Rwy 15, 400-2 or STANDARD with minimum climb of 424 feet per NM to 500.
Rwy 28, 300-1.

NOTE: RADAR REQUIRED.
NOTE: DME required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 6, 24, 28, 33: Climb on assigned heading. Thence...

TAKE-OFF RUNWAY 10, 15: Climb on assigned heading to 500 before turning. Thence...

... Maintain 2000 or assigned higher altitude and expect radar vectors to appropriate transition. Expect further clearance to filed altitude ten minutes after departure.

ARKES TRANSITION (FLL1.ARKES): Intercept VKZ VOR/DME R-348 to ARKES INT. Then as filed.

BEECH TRANSITION (FLL1.BEECH): From FLL VOR/DME via R-098 to BEECH INT. Then as filed.

MNATE TRANSITION (FLL1.MNATE): From over DHP VORTAC via R-195 to MNATE DME fix. Then as filed.

PREDA TRANSITION (FLL1.PREDA): From over DHP VORTAC via R-057 to PREDA INT. Then as filed. If filed via BR70V, expect radar vector to filed route after PREDA. If radio contact is not established by PREDA, turn right heading 120° and join filed route.

THNDR TRANSITION (FLL1.THNDR): From over DHP VORTAC via DHP R-335 to THNDR INT. Then as filed.

ZAPPA TRANSITION (FLL1.ZAPPA): Intercept DHP VORTAC R-057 to ZAPPA. Then as filed.

TAKE-OFF OBSTACLES

NOTE: Rwy 6: Multiple trees beginning 102′ from DER, 233′ right of centerline, up to 70′ AGL/84′ MSL. Multiple trees beginning 298′ from DER, 26′ left of centerline, up to 79′ AGL/88′ MSL.

NOTE: Rwy 10: OL pole 154′ from DER, 132′ left of centerline, 7′ AGL/ 18′ MSL. Multiple trees beginning 427′ from DER, 12′ left of centerline, up to 48′ AGL/62′ MSL. Pole 670′ from DER, 23′ left of centerline, 22′ AGL/ 33′ MSL. Multiple trees beginning 711′ from DER, 67′ right of centerline, up to 49′ AGL/63′ MSL. Building 760′ from DER, 343′ right of centerline, 29′ AGL/40′ MSL. Rod on Lt pole, 891′ from DER, 733′ right of centerline, 41′ AGL/52′ MSL. Multiple light poles beginning 1264′ from DER, 417′ right of centerline, up to 50′ AGL/59′ MSL. Multiple light poles beginning 1340′ from DER, 194′ left of centerline, up to 50′ AGL/59′ MSL. Multiple flag poles beginning 1447′ from DER, 167′ left of centerline, up to 50′ AGL/59′ MSL. Building 1648′ from DER, 418′ right of centerline, 43′ AGL/52′ MSL. Antenna on building 2404′ from DER, 287′ right of centerline, 63′ AGL/72′ MSL. Antenna on building 5670′ from DER, 604′ right of centerline, 181′ AGL/190′ MSL. Multiple buildings 1.0 NM from DER, 888′ left of centerline, 201′ AGL/210′ MSL.

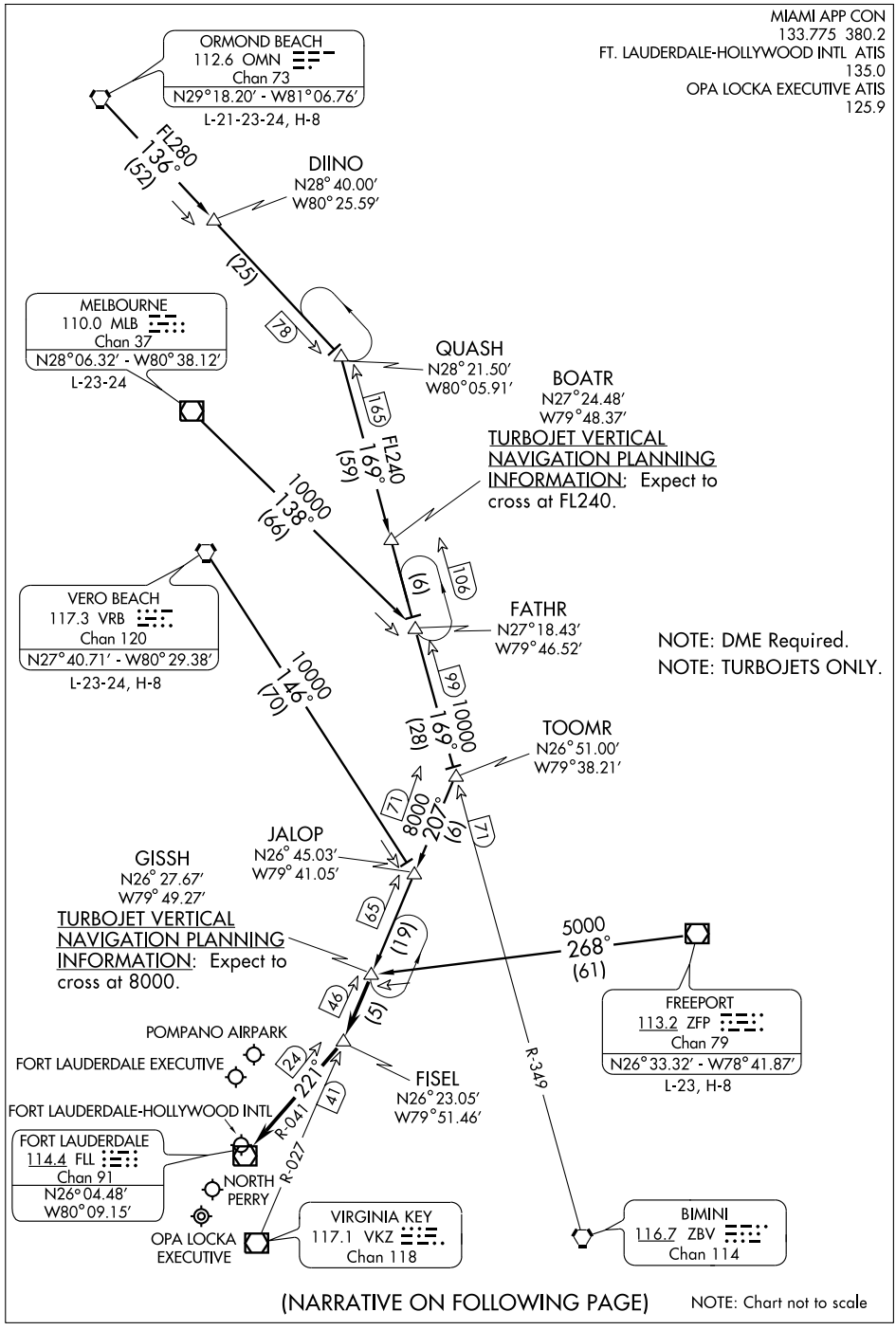
NOTE: Rwy 15: Building 503′ from DER, 569′ left of centerline, 41′ AGL/52′ MSL. Multiple trees beginning 523′ from DER, 152′ left of centerline, up to 53′ AGL/62′ MSL. Multiple trees beginning 749′ from DER, 190′ right of centerline, up to 48′ AGL/57′ MSL. Rod on Lt pole 871′ from DER, 387′ left of centerline, 41′ AGL/52′ MSL. Light pole 1006′ from DER, 453′ left of centerline, 42′ AGL/51′ MSL. Buildings 1.1 NM from DER, 1259′ left of centerline, 300′ AGL/310′ MSL. Antenna on building 1.1 NM from DER, 1131′ left of centerline, 277′ AGL/282′ MSL. Building 1.7 NM from DER, 1385′ right of centerline, 255′ AGL/265′ MSL.

NOTE: Rwy 24: Multiple trees beginning 191′ from DER, 24′ right of centerline, up to 54′ AGL/73′ MSL. Multiple trees 423′ from DER, 3′ left of centerline, up to 91′ AGL/110′ MSL. Tank 630′ from DER, 600′ right of centerline, 61′ AGL/80′ MSL. Rod on building 724′ from DER, 418′ right of centerline, 41′ AGL/60′ MSL. OL on Lt pole 916′ from DER, 66′ right of centerline, 30′ AGL/49′ MSL. Rod OL tank 968′ from DER, 712′ right of centerline, 54′ AGL/73′ MSL.

NOTE: Rwy 28: Multiple trees beginning 358′ from DER, 140′ left of centerline, up to 35′ AGL/54′ MSL. Lt pole 722′ from DER, 389′ left of centerline, 28′ AGL/47′ MSL. Rod on building 777′ from DER, 429′ left of centerline, 41′ AGL/ 60′ MSL. Rod on building 869′ from DER, 454′ left of centerline, 42′ AGL/61′ MSL. Multiple trees 1001′ from DER, 238′ right of centerline, up to 43′ AGL/62′ MSL. Tank 1177′ from DER, 422′ left of centerline, 45′ AGL/64′ MSL. Pole 1781′ from DER, 33′ left of centerline, 45′ AGL/64′ MSL. Tower 2650′ DER, 1134′ right of centerline, 190′ AGL/207′ MSL.

NOTE: Rwy 33: Multiple trees beginning 136′ from DER, 157′ left of centerline, up to 59′ AGL/ 78′ MSL. Antenna on building 529′ from DER, 399′ left of centerline, 18′ AGL/ 34′ MSL. Multiple trees 702′ from DER, 458′ right of centerline, up to 37′ AGL/56′ MSL.

MIAMI APP CON
133.775 380.2
FT. LAUDERDALE-HOLLYWOOD INTL ATIS
135.0
OPA LOCKA EXECUTIVE ATIS
125.9



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

ARRIVAL DESCRIPTION

FREEPORT TRANSITION (ZFP.GISSH1): From over ZFP VOR/DME via ZFP R-268 to GISSH. Thence . . . .

MELBOURNE TRANSITION (MLB.GISSH1): From over MLB VORTAC via MLB R-138 to FATHR, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

ORMOND BEACH TRANSITION (OMN.GISSH1): From over OMN VORTAC via OMN R-136 to QUASH, then via ZBV R-349 to TOOMR, then via VKZ R-027 to GISSH. Thence . . . .

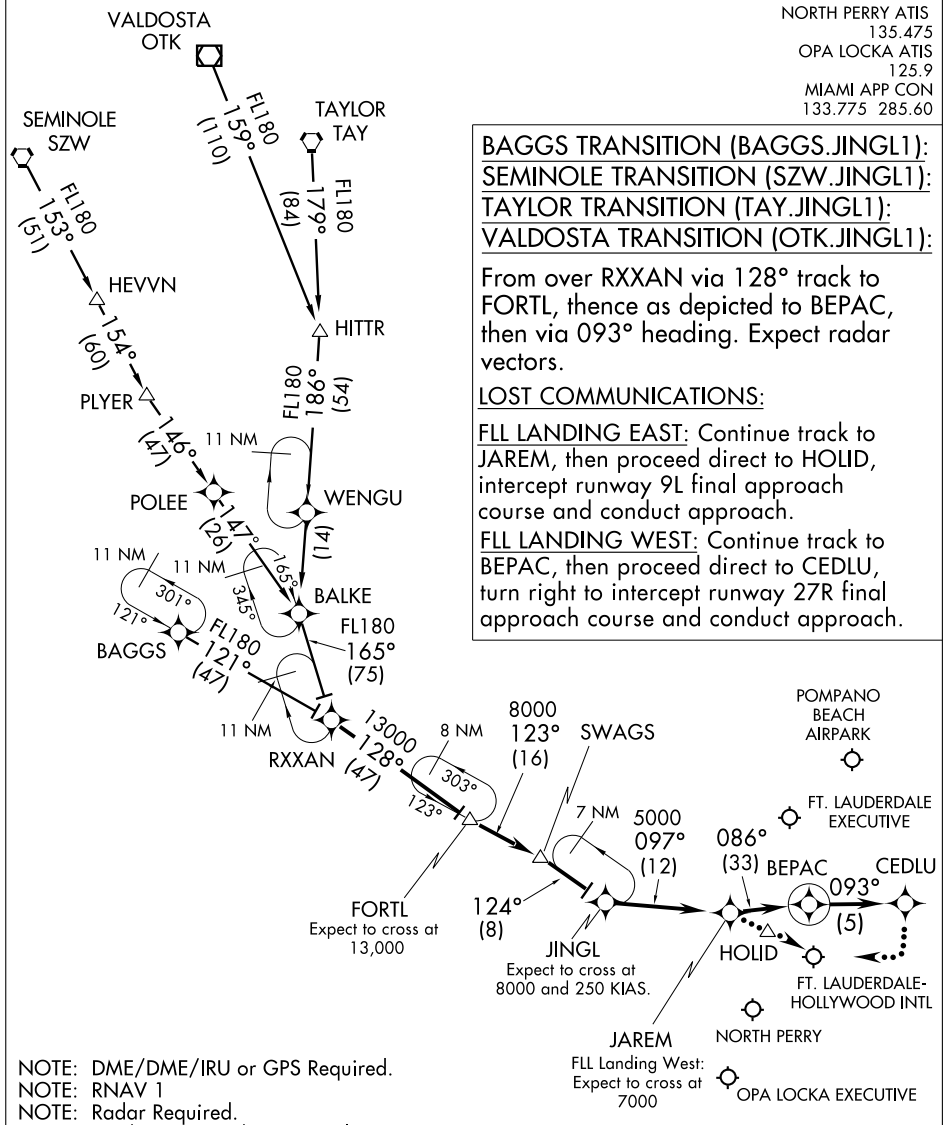
VERO BEACH TRANSITION (VRB.GISSH1): From over VRB VORTAC via VRB R-146 to JALOP, then via VKZ R-027 to GISSH. Thence . . . .

. . . .From over GISSH INT via VKZ R-027 to FISEL INT, then via FLL R-041, expect radar vectors to final approach course.

JINGL ONE ARRIVAL (RNAV)

FORT LAUDERDALE, FLORIDA

FT. LAUDERDALE-HOLLYWOOD INTL ATIS 135.0
FT. LAUDERDALE EXECUTIVE ATIS 119.85
POMPANO BEACH AIRPARK ATIS 120.55
NORTH PERRY ATIS 135.475
OPA LOCKA ATIS 125.9
MIAMI APP CON 133.775 285.60



BAGGS TRANSITION (BAGGS.JINGL1):
SEMINOLE TRANSITION (SZW.JINGL1):
TAYLOR TRANSITION (TAY.JINGL1):
VALDOSTA TRANSITION (OTK.JINGL1):

From over RXXAN via 128° track to FORTL, thence as depicted to BEPAC, then via 093° heading. Expect radar vectors.

LOST COMMUNICATIONS:

FLL LANDING EAST: Continue track to JAREM, then proceed direct to HOLID, intercept runway 9L final approach course and conduct approach.

FLL LANDING WEST: Continue track to BEPAC, then proceed direct to CEDLU, turn right to intercept runway 27R final approach course and conduct approach.

NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1
NOTE: Radar Required.
NOTE: Landing OPF Turboprops only.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft, LBV, RSW and FLL must be operational.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-PMP	APP CRS	Rwy Idg 4418
109.75	146°	TDZE 16
Chan 34(Y)		Apt Elev 19

LOC RWY 15

POMPANO BEACH AIRPARK (PMP)

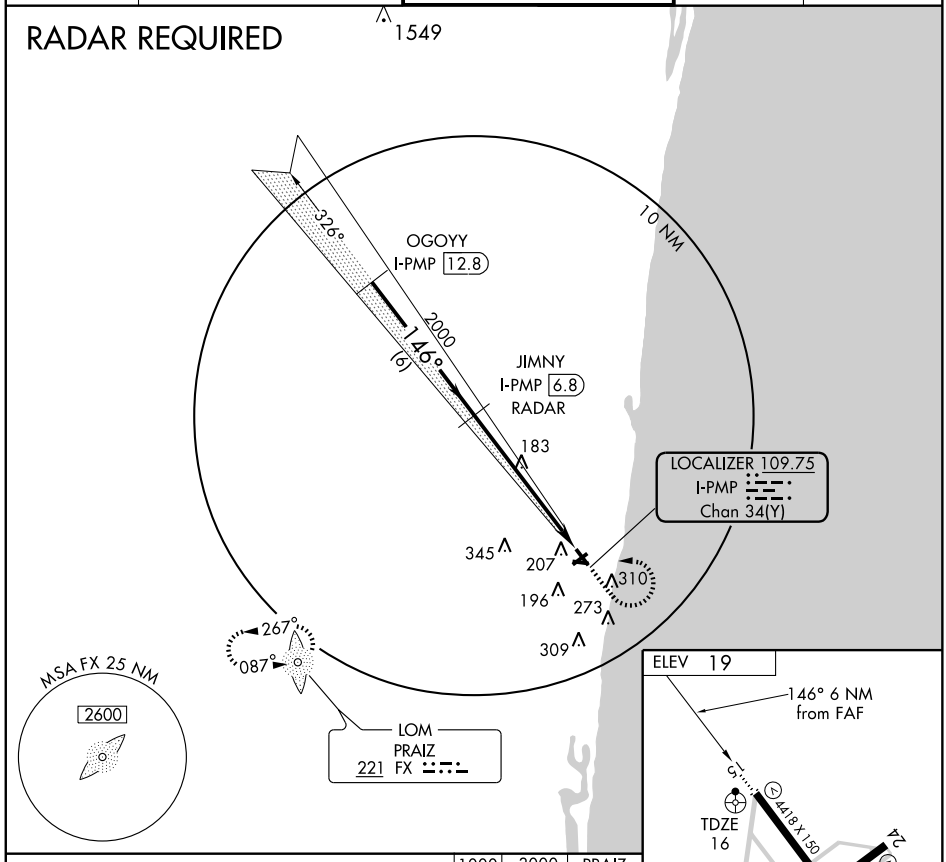
ADF and DME or RADAR Required.
If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting.

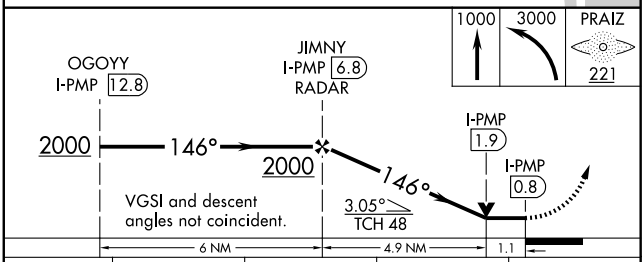
ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct PRAIZ LOM and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER ★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95

RADAR REQUIRED





REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33

CATEGORY	A	B	C	D
S-15	440-1	424 (500-1)	NA	
CIRCLING	660-1	641 (700-1)	NA	

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4001
CH 56603	056°	TDZE	19
W06A		Apt Elev	19

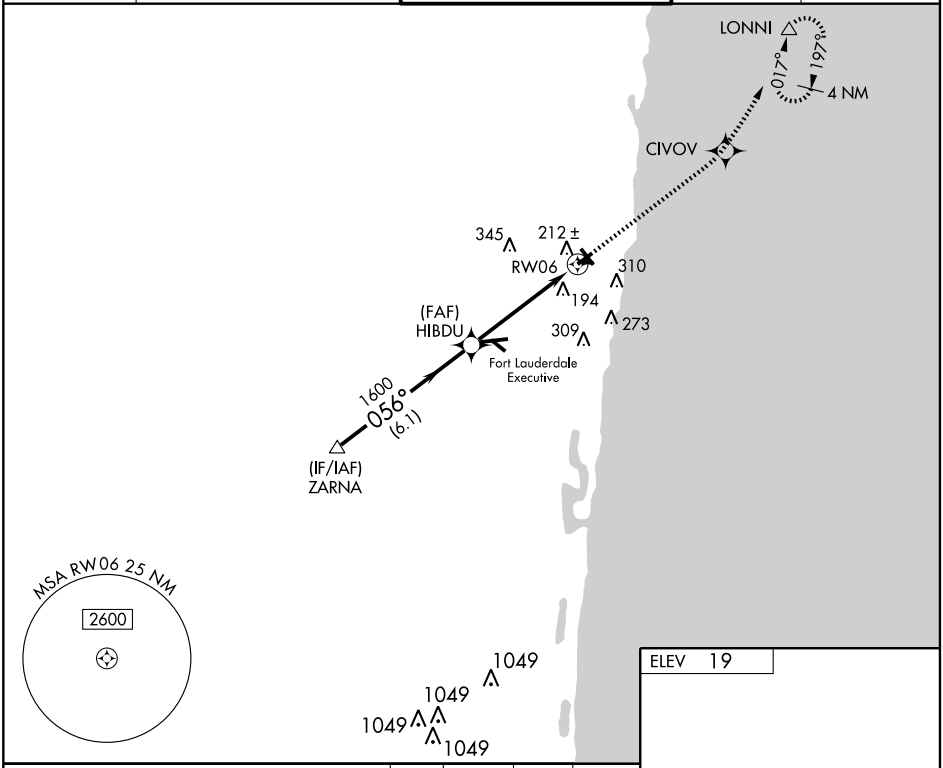
RNAV (GPS) RWY 6

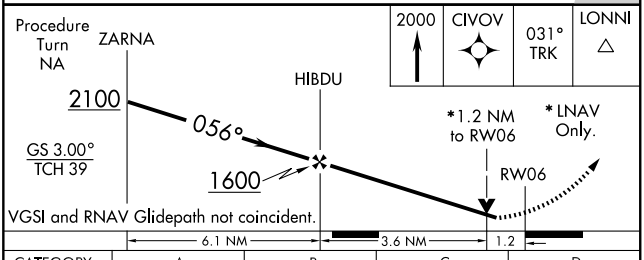
POMPANO BEACH AIRPARK (PMP)

T DME/DME RNP-0.3 NA.
A Visibility reduction by helicopters NA.
W If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting.

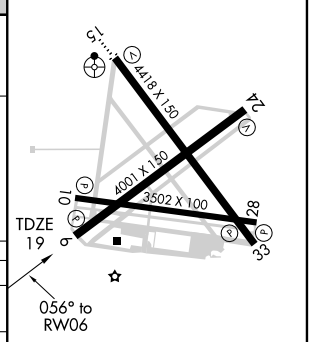
MISSED APPROACH: Climb to 2000 direct CIVOV and via 031° track to LONNI and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	348-1¼ 329 (400-1¼)		NA	
LNAV MDA	480-1 461 (500-1)		NA	
CIRCLING	660-1 641 (700-1)		NA	



REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4418
CH 82500	146°	TDZE	16
W15A		Apt Elev	19

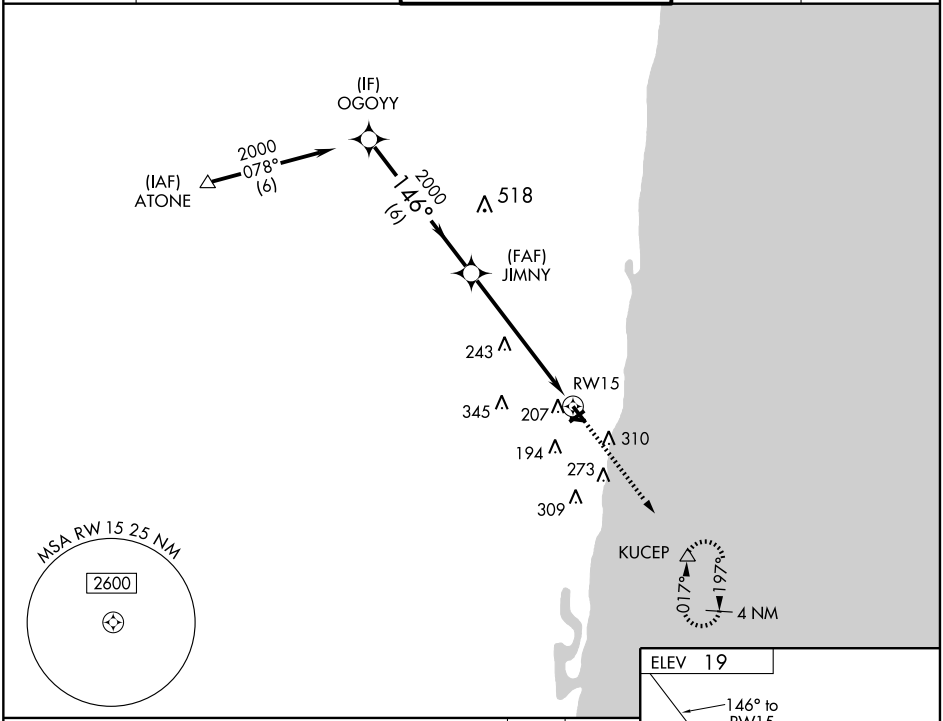
RNAV (GPS) RWY 15
POMPANO BEACH AIRPARK (PMP)

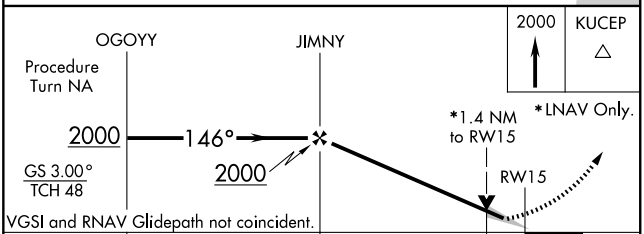
T A W — DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Inoperative table does not apply.

ODALS

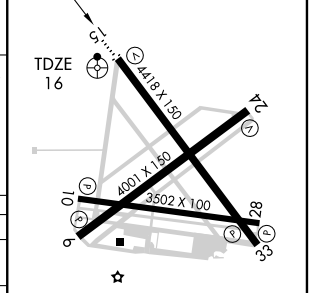
MISSED APPROACH: Climb to 2000 direct KUCEP and hold.

ATIS	MIAMI APP CON	POMPANO BEACH TOWER★	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	295-1 279 (300-1)		NA	
LNAV/ VNAV DA	NA			
LNAV MDA	560-1 544 (600-1)		NA	
CIRCLING	660-1 641 (700-1)		NA	



REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33

SE-3, 03 JUN 2010 to 01 JUL 2010

POMPANO BEACH, FLORIDA AL-5972 (FAA)

WAAS	APP CRS	Rwy Idg	4001
CH 70500	236°	TDZE	18
W24A		Apt Elev	19

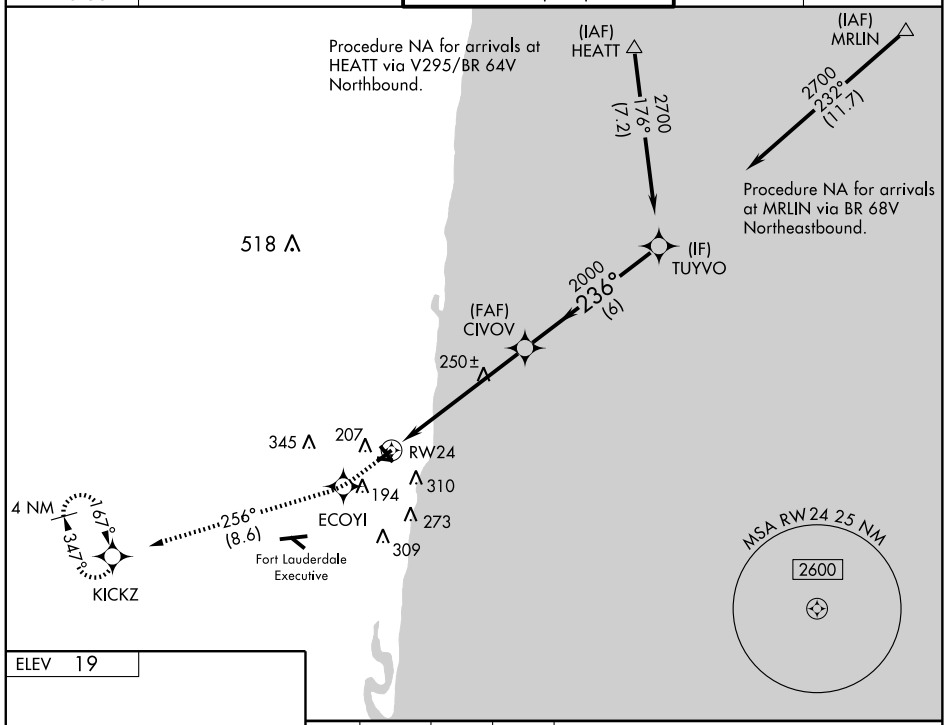
RNAV (GPS) RWY 24

POMPANO BEACH AIRPARK (PMP)

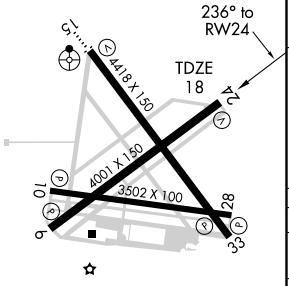
T A W DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct ECOYI and via 256° Track to KICKZ and hold.

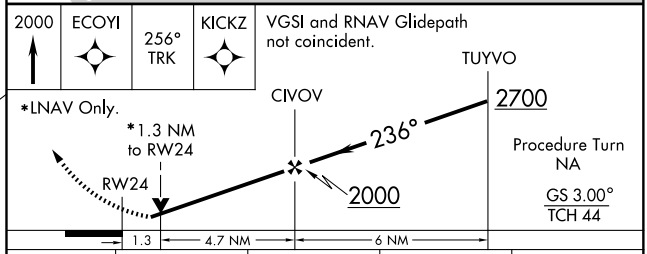
ATIS	MIAMI APP CON	POMPANO BEACH TOWER*	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95



ELEV 19



REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33



CATEGORY	A	B	C	D
LPV DA	319-1 301 (300-1)		NA	
LNAV/ VNAV DA	NA			
LNAV MDA	500-1 482 (500-1)		NA	
CIRCLING	660-1 641 (700-1)		NA	

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH 40300	326°	Rwy Idg	4418
W33A		TDZE	15
		Apt Elev	19

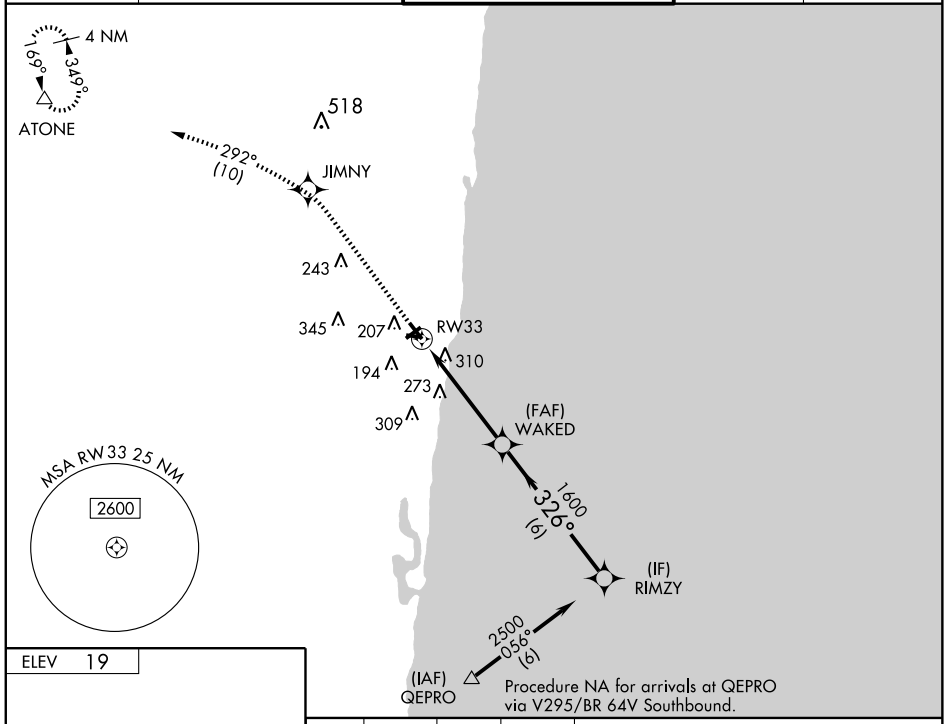
RNAV (GPS) RWY 33

POMPANO BEACH AIRPARK (PMP)

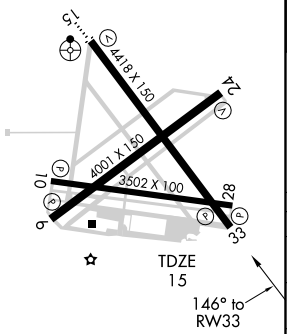
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Fort Lauderdale Executive altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct JIMNY and via 292° track to ATONE and hold.

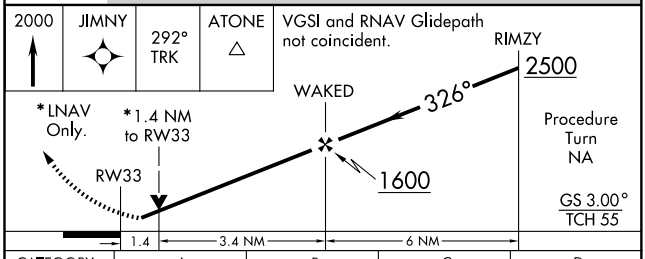
ATIS	MIAMI APP CON	POMPANO BEACH TOWER*	GND CON	UNICOM
120.55	119.7 306.3	125.4 (CTAF)	121.9	122.95



ELEV 19

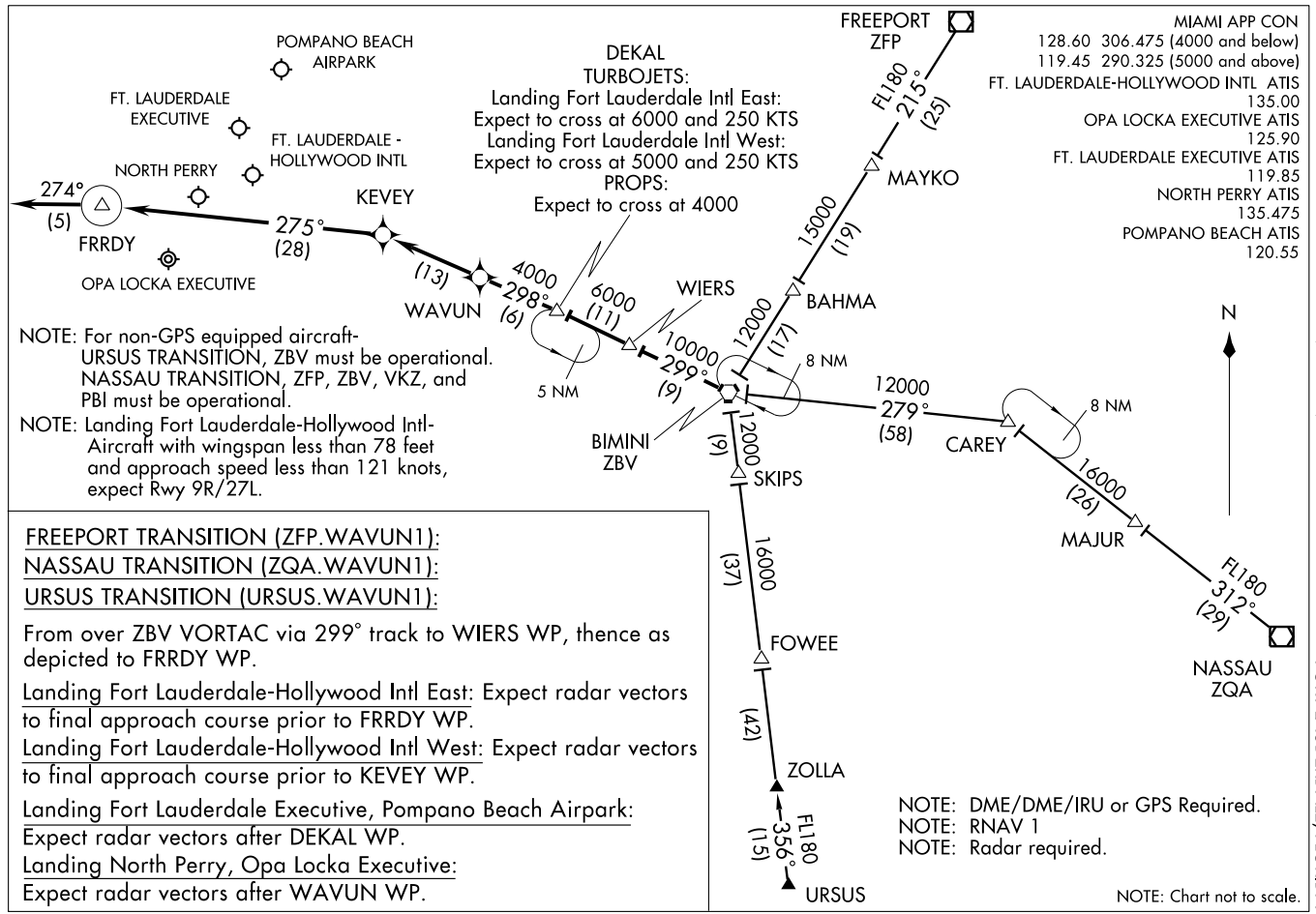


REIL Rwys 6, 10, 24, 28 and 33
MIRL Rwys 10-28, 6-24 and 15-33



CATEGORY	A	B	C	D
LPV DA	288-1 273 (300-1)		NA	
LNAV/ VNAV DA	NA			
LNAV MDA	620-1 605 (700-1)		NA	
CIRCLING	660-1 641 (700-1)		NA	

SE-3, 03 JUN 2010 to 01 JUL 2010



(WAVUN.WAVUN1) 08157

WAVUN ONE ARRIVAL (RNAV)

ST-744 (FAA)

FORT LAUDERDALE, FLORIDA

WAAS	APP CRS	Rwy Idg	7193
CH 48807	032°	TDZE	24
W04A		Apt Elev	26

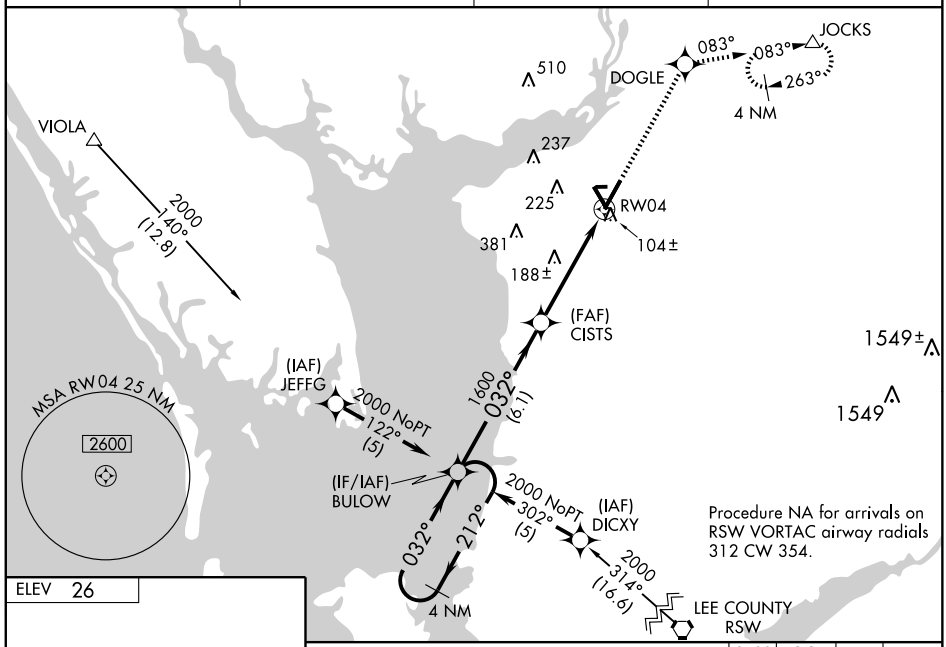
RNAV (GPS) RWY 4

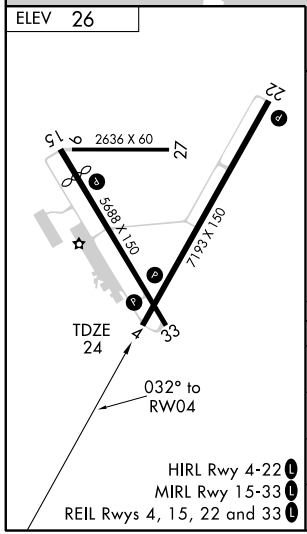
PUNTA GORDA/CHARLOTTE COUNTY (PGD)

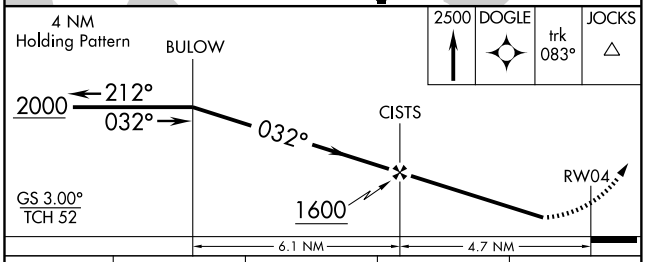
When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase LNAV/VNAV all Cats visibility and LNAV Cats C/D visibility and Circling Cat C visibility ¼mile. Baro-VNAV NA when using Page Field altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct DOGLE and via 083° track to JOCKS and hold, continue climb-in-hold to 2500.

ASOS	FORT MYERS APP CON ★	CLNC DEL	UNICOM
135.675	126.8 385.45	127.05	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	274-1 250 (300-1)			
LNAV/VNAV DA	452-1½ 428 (500-1½)			
LNAV MDA	500-1 476 (500-1)		500-1¼ 476 (500-1¼)	500-1½ 476 (500-1½)
CIRCLING	500-1 474 (500-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

PUNTA GORDA, FLORIDA AL-6178 (FAA)

WAAS	APP CRS	Rwy Idg	5127
CH 86307	152°	TDZE	21
W15A		Apt Elev	26

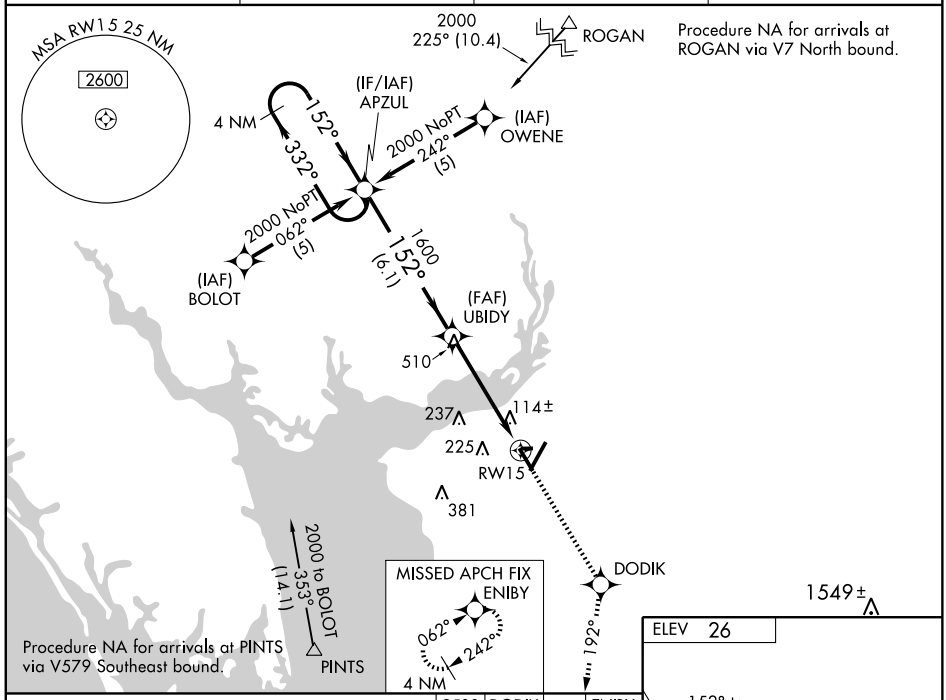
RNAV (GPS) RWY 15

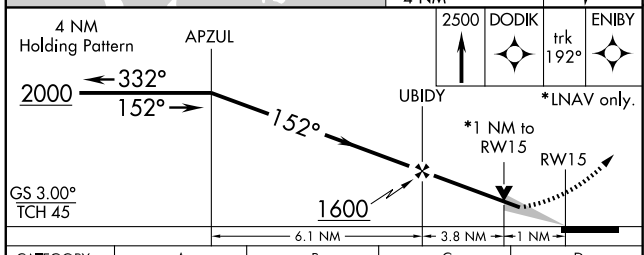
PUNTA GORDA/ CHARLOTTE COUNTY (PGD)

When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase all LPV and LNAV/VNAV visibilities, LNAV Cat C visibility, and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Page Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct DODIK and via 192° track to ENIBY and hold.

ASOS	FORT MYERS APP CON ★	CLNC DEL	UNICOM
135.675	126.8 385.45	127.05	122.975 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	271-1 250 (300-1)			
LNAV/ VNAV DA	514-1¾ 493 (500-1¾)			
LNAV MDA	380-1 359 (400-1)			380-1¼ 359 (400-1¼)
CIRCLING	420-1 394 (400-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 4, 15, 22 and 33 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7193
CH 45905	212°	TDZE	26
W22A		Apt Elev	26

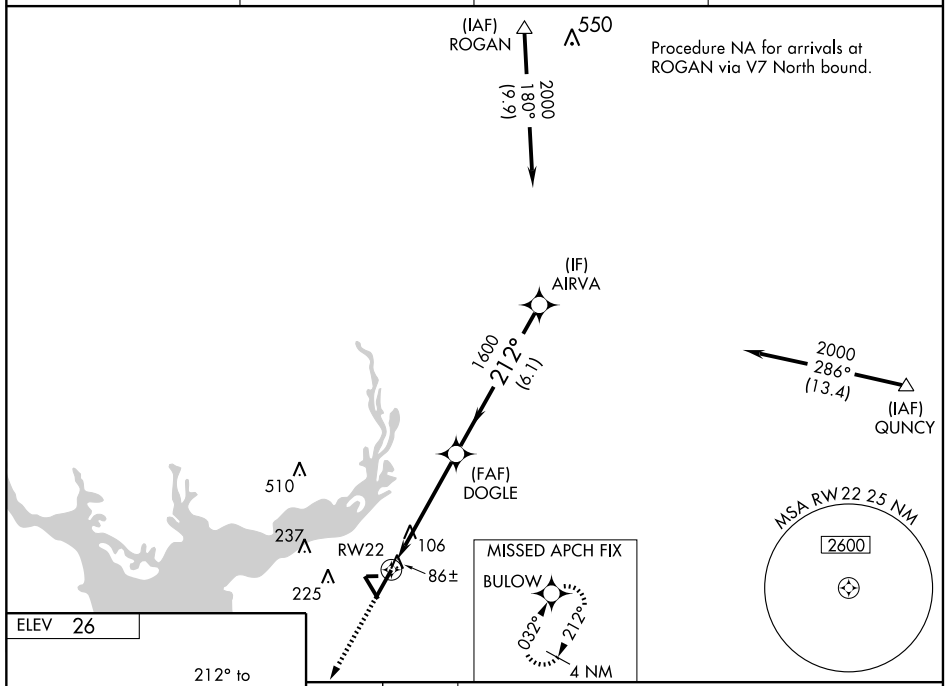
RNAV (GPS) RWY 22

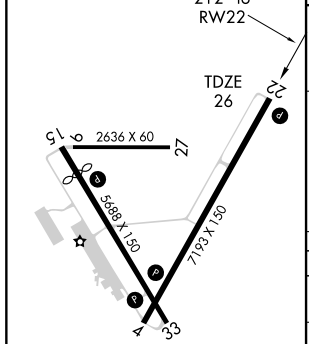
PUNTA GORDA/ CHARLOTTE COUNTY (PGD)

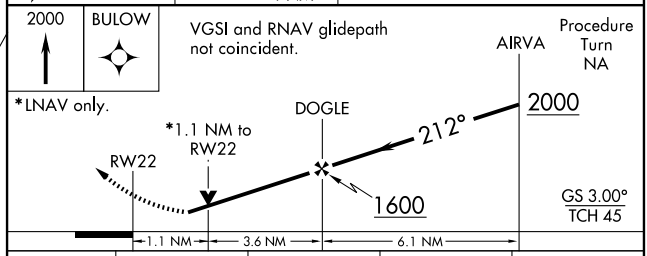
When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Page Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct BULOW and hold.

ASOS	FORT MYERS APP CON★	CLNC DEL	UNICOM
135.675	126.8 385.45	127.05	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	276-1 250 (300-1)			
LNAV/ VNAV DA	356-1¼ 330 (400-1¼)			
LNAV MDA	420-1 394 (400-1)			420-1¼ 394 (400-1¼)
CIRCLING	420-1 394 (400-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 4, 15, 22 and 33 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5688
CH 93507	332°	TDZE	23
W33A		Apt Elev	26

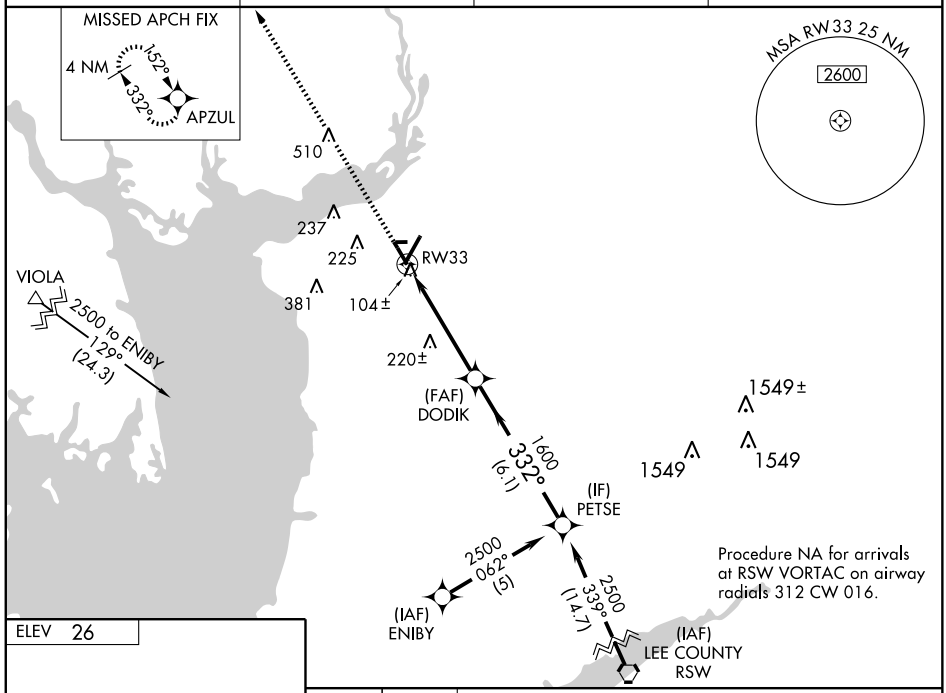
RNAV (GPS) RWY 33

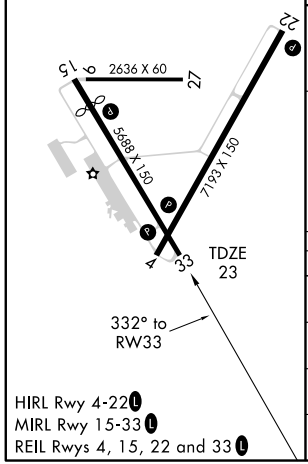
PUNTA GORDA/CHARLOTTE COUNTY (PGD)

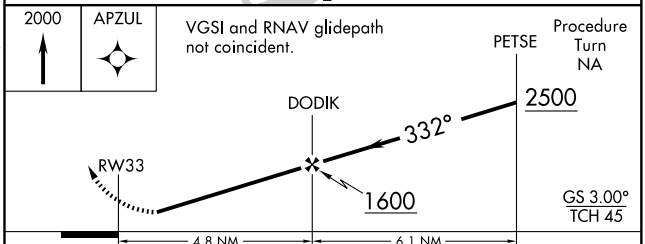
T A When local altimeter setting not received, use Page Field altimeter setting and increase all DAs 50 feet and all MDAs 60 feet; increase all LPV and LNAV/VNAV visibilities ¼, increase LNAV Cats C/D visibility ¼, and increase Circling Cat C visibility ¼. Baro-VNAV NA when using Page Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct APZUL and hold.

ASOS	FORT MYERS APP CON ★	CLNC DEL	UNICOM
135.675	126.8 385.45	127.05	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	315-1 292 (300-1)			
LNAV/VNAV DA	374-1¼ 351 (400-1¼)			
LNAV MDA	520-1 497 (500-1)		520-1¼ 497 (500-1¼)	520-1½ 497 (500-1½)
CIRCLING	520-1 494 (500-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

VOR PGD	APP CRS	Rwy Idg	7193
110.2	021°	TDZE	24
		Apt Elev	26

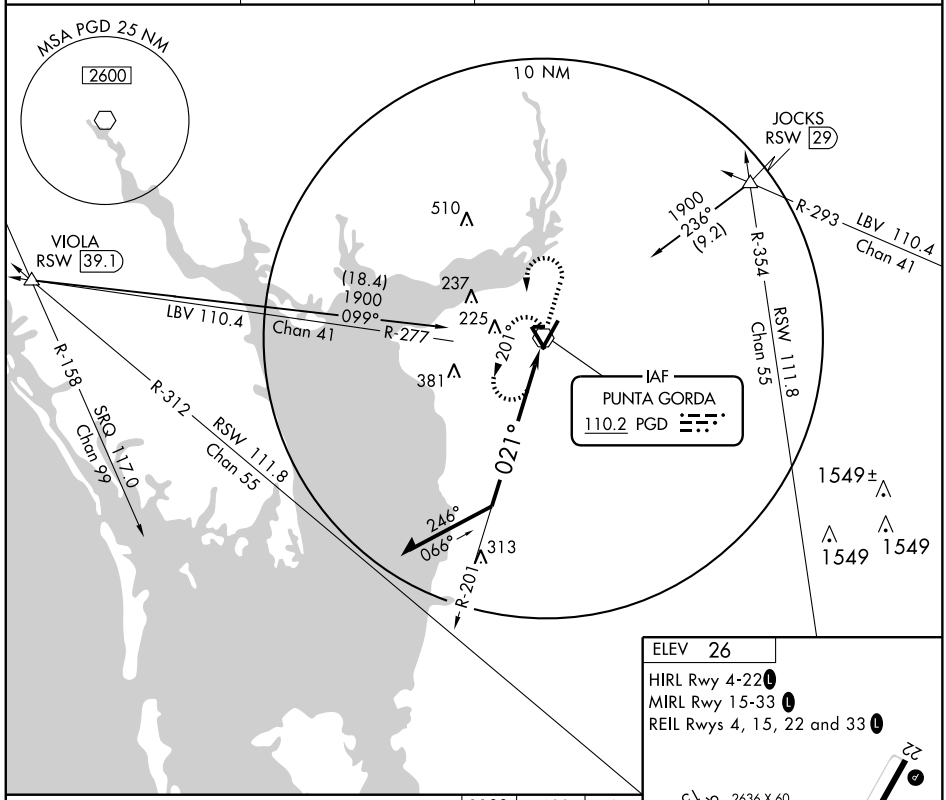
VOR RWY 4

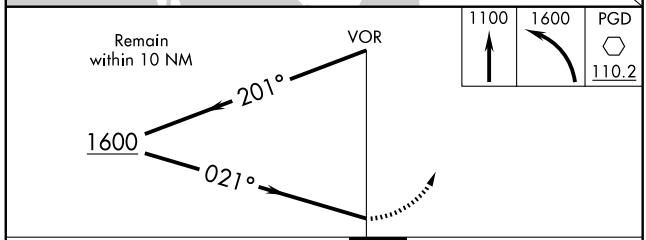
PUNTA GORDA/ CHARLOTTE COUNTY (PGD)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Page Field altimeter setting and increase all MDAs 60 feet; increase all Cats C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 1600 direct PGD VOR and hold.

ASOS	FORT MYERS APP CON★	CLNC DEL	UNICOM
135.675	126.8 385.45	127.05	122.975 (CTAF) L



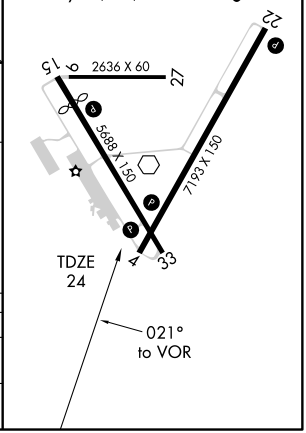


ELEV 26

HIRL Rwy 4-22 L

MIRL Rwy 15-33 L

REIL Rwys 4, 15, 22 and 33 L



CATEGORY	A	B	C	D
S-4	680-1	656 (700-1)	680-1¾ 656 (700-1¾)	680-2 656 (700-2)
CIRCLING	680-1	654 (700-1)	680-1¾ 654 (600-1¾)	680-2 654 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

VOR PGD 110.2	APP CRS 219°	Rwy Idg 7193 TDZE 26 Apt Elev 26

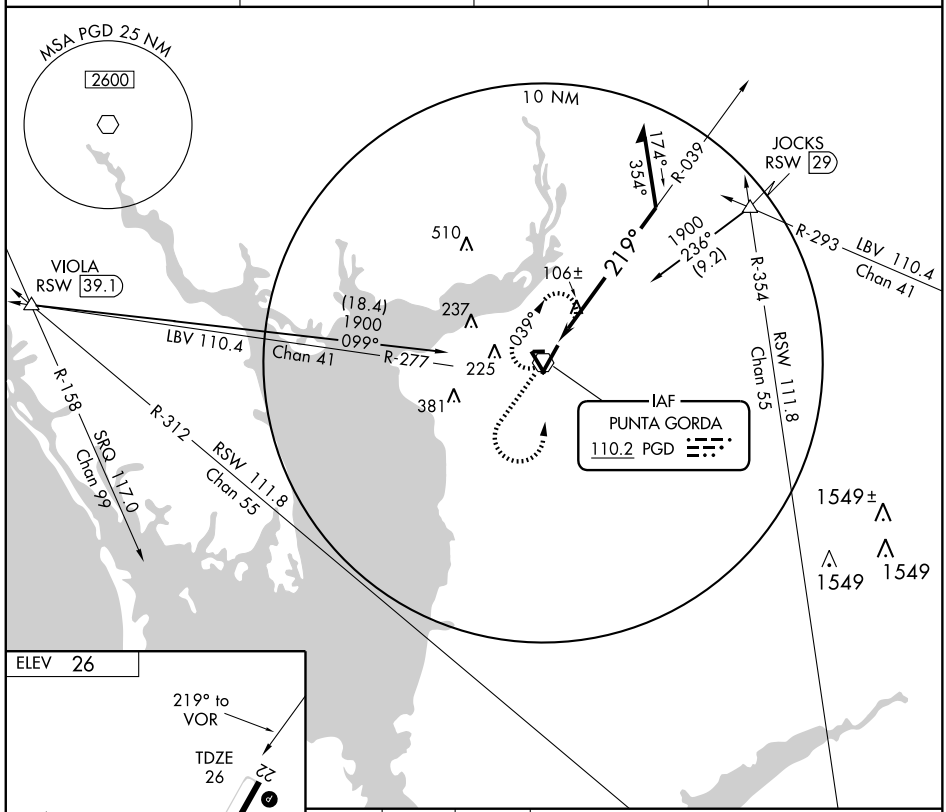
VOR RWY 22

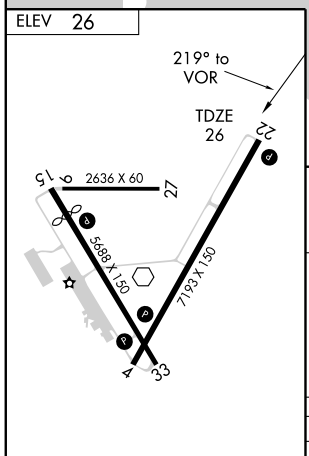
PUNTA GORDA/CHARLOTTE COUNTY (PGD)

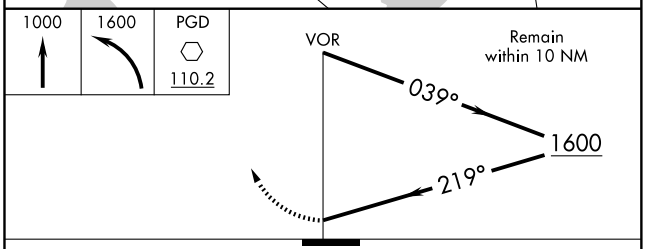
Visibility reduction by helicopters NA. When local altimeter setting not received, use Page Field altimeter setting and increase all MDAs 60 feet, and increase Circling Cat C visibility to 1¾ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 1600 direct PGD VOR and hold, continue climb-in-hold to 1600.

ASOS	FORT MYERS APP CON ★	CLNC DEL	UNICOM
135.675	126.8 385.45	127.05	122.975 (CTAF) L







CATEGORY	A	B	C	D
S-22	460-1 434 (500-1)		460-1¼ 434 (500-1¼)	460-1½ 434 (500-1½)
CIRCLING	460-1 434 (500-1)	580-1 554 (600-1)	580-1½ 554 (600-1½)	580-2 554 (600-2)

HIRL Rwy 4-22 L
MIRL Rwy 15-33 L
REIL Rwys 4, 15, 22 and 33 L

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2700
137°	TDZE	221
	Apt Elev	221

RNAV (GPS) RWY 14
QUINCY MUNI (2J9)

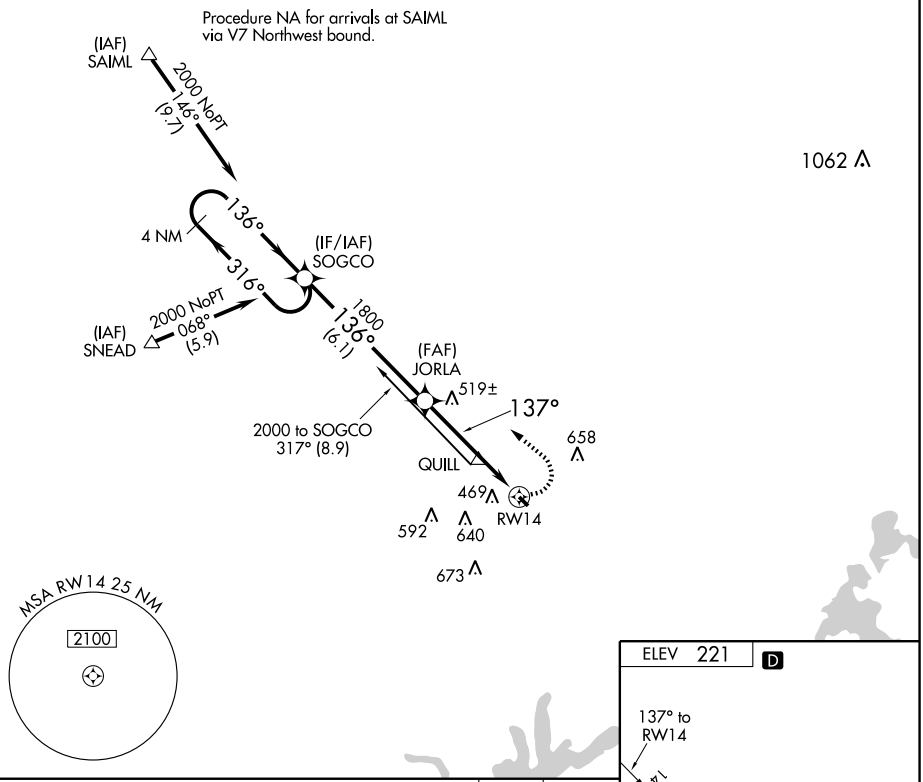
T NA

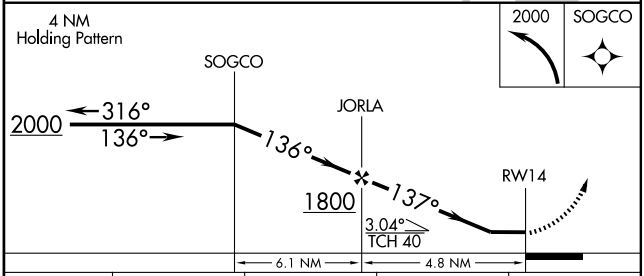
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Tallahassee Rgnl altimeter setting; when not received use Bainbridge, GA altimeter setting and increase all MDA 20 feet.

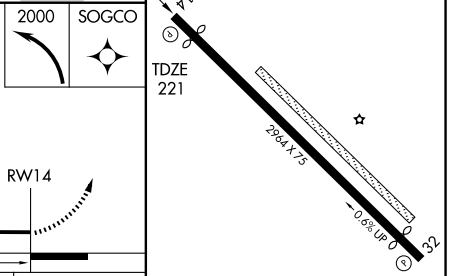
MISSED APPROACH: Climbing left turn to 2000 direct SOGCO and hold.

TALLAHASSEE RGNL ASOS	TALLAHASSEE APP CON ★	UNICOM
119.45 239.25	128.7 254.3	122.7 (CTAF)

Procedure NA for arrivals at SAIML via V7 Northwest bound.







CATEGORY	A	B	C	D
LNAV MDA	840-1	619 (700-1)	840-1¾ 619 (700-1¾)	NA
CIRCLING	840-1	619 (700-1)	860-1¾ 639 (700-1¾)	NA

LIRL Rwy 14-32

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2431
317°	TDZE	221
	Apt Elev	221

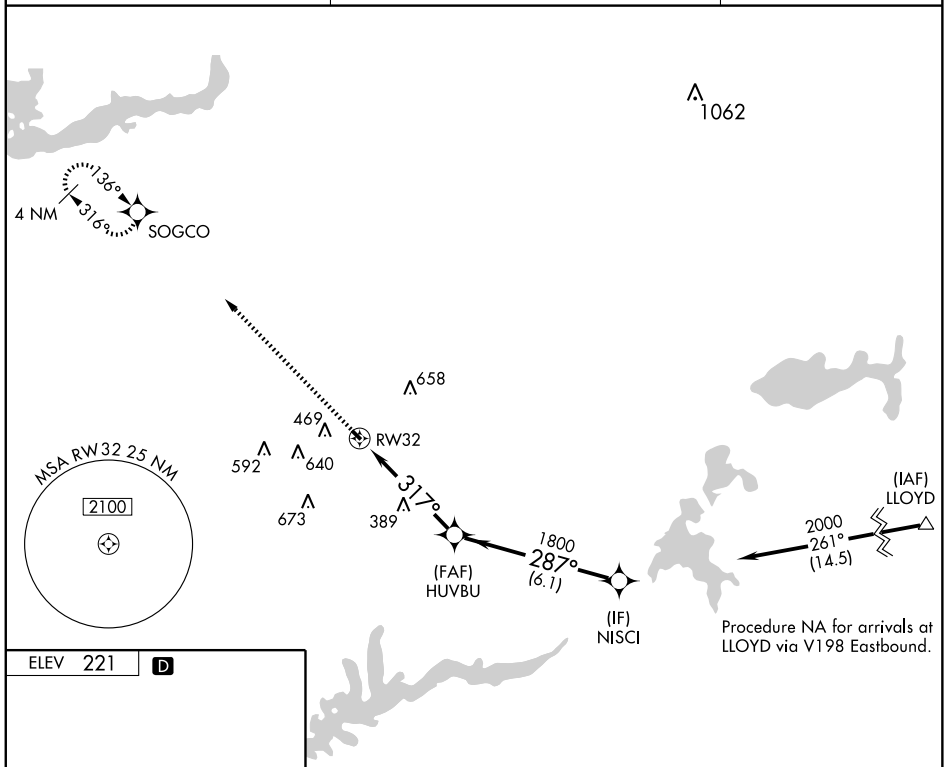
RNAV (GPS) RWY 32
QUINCY MUNI (2J9)

T A NA

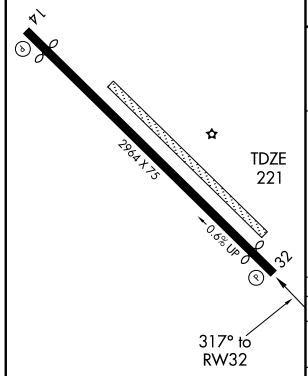
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Tallahassee Rgnl altimeter setting; when not received use Bainbridge, GA altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct SOGCO and hold.

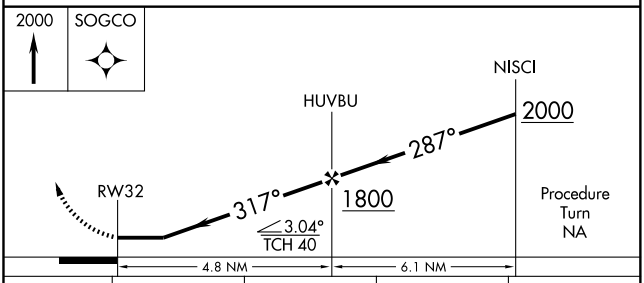
TALLAHASSEE RGNL ASOS	TALLAHASSEE APP CON ★	UNICOM
119.45 239.25	128.7 254.3	122.7 (CTAF)



ELEV 221 D



LIRL Rwy 14-32



CATEGORY	A	B	C	D
LNAV MDA	700-1 479 (500-1)		700-1¼ 479 (500-1¼)	NA
CIRCLING	840-1 619 (700-1)		860-1¾ 639 (700-1¾)	NA

SE-3, 03 JUN 2010 to 01 JUL 2010

QUINCY, FLORIDA

AL-6775 (FAA)

VORTAC SZW	APP CRS	Rwy Idg	N/A
117.5	283°	TDZE	N/A
Chan 122		Apt Elev	221

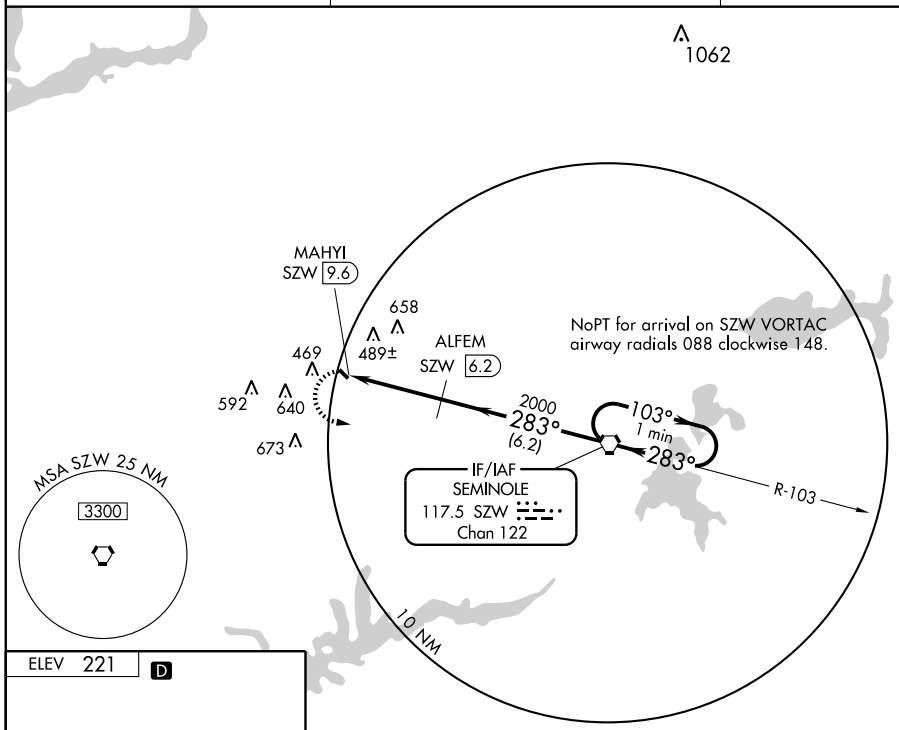
VOR/DME-A

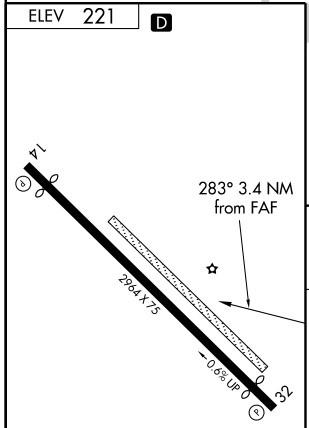
QUINCY MUNI (2J9)

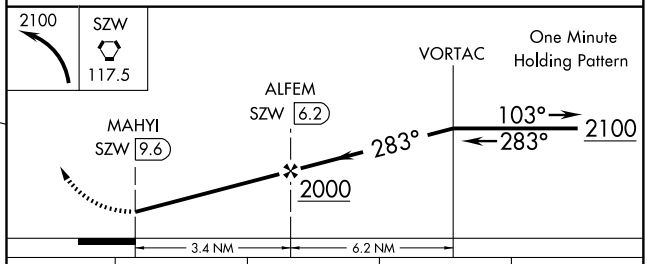
T ANA — Use Tallahassee Rgnl altimeter setting; when not received use Bainbridge, GA altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2100 direct SZW VORTAC and hold.

TALLAHASSEE RGNL ASOS	TALLAHASSEE APP CON ★	UNICOM
119.45 239.25	128.7 254.3	122.7 (CTAF)







CATEGORY	A	B	C	D
CIRCLING	840-1	619 (700-1)	860-1¾ 639 (700-1¾)	NA

LIRL Rwy 14-32

SE-3. 03 JUN 2010 to 01 JUL 2010

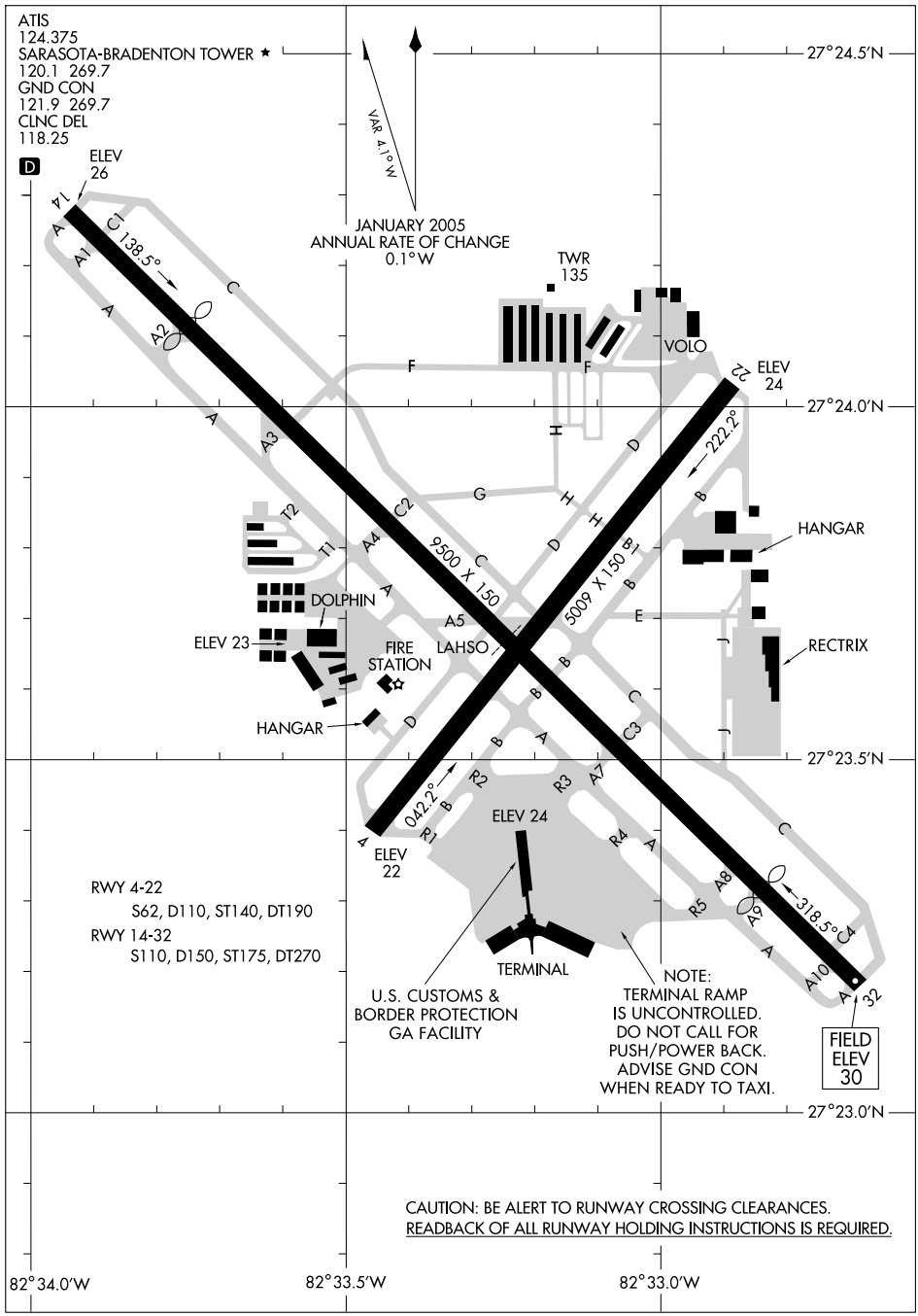
10098

AIRPORT DIAGRAM

AL-640 (FAA)

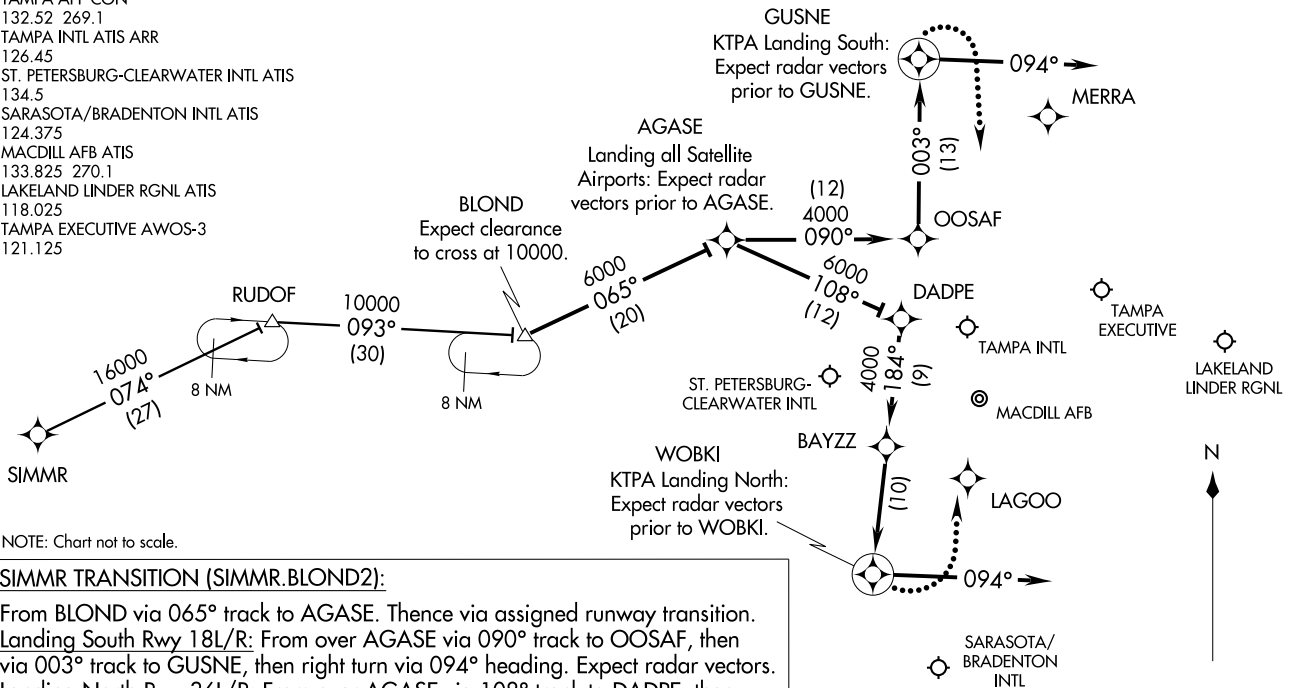
SARASOTA/BRADENTON INTL (SRQ)

SARASOTA (BRADENTON), FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

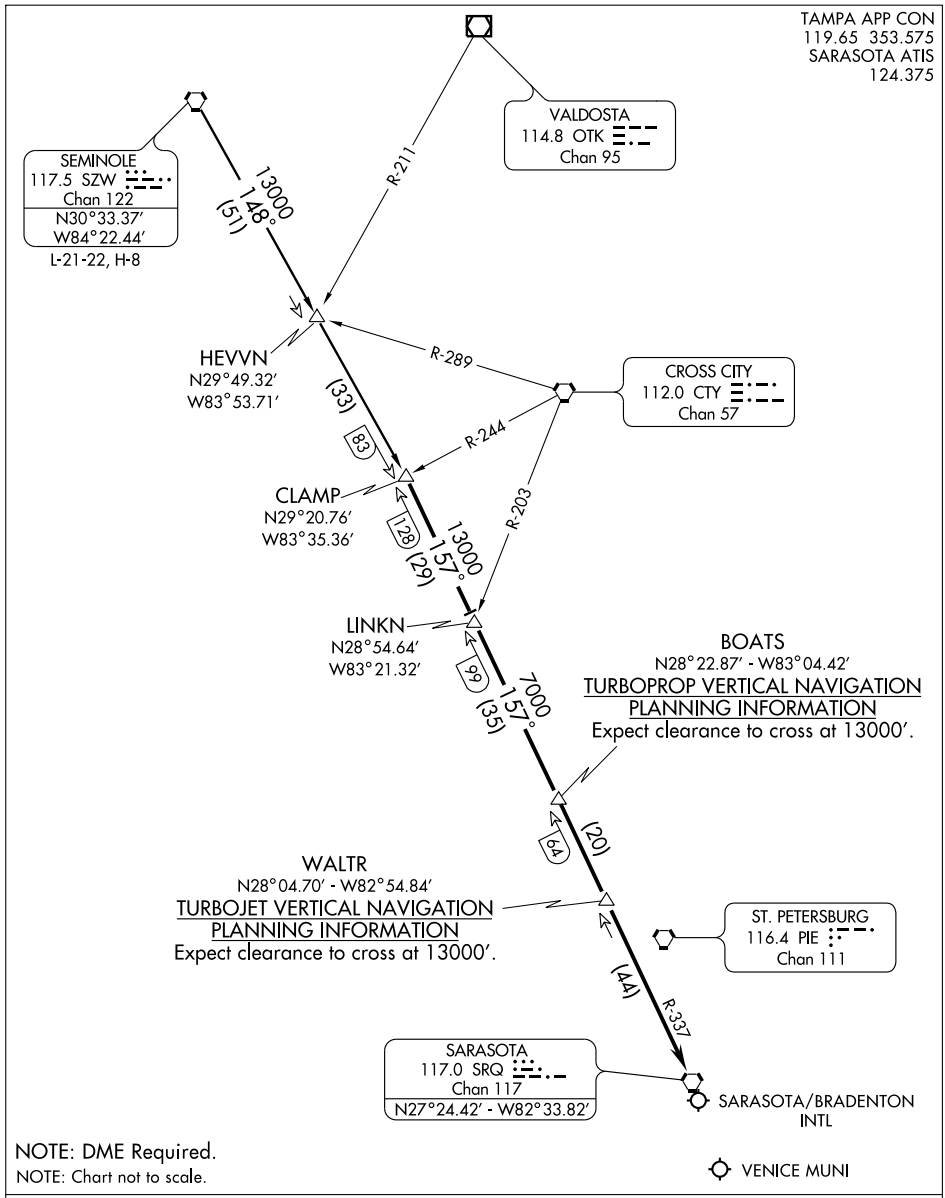
LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

CLAMP FIVE ARRIVAL (CLAMP.CLAMP5)

SARASOTA-BRADENTON, FLORIDA



NOTE: DME Required.

NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.CLAMP5): From over SZW VORTAC via SZW R-148 to CLAMP INT. Thence. . . .

. . . .From over CLAMP INT via SRQ R-337 to SRQ VORTAC. Expect radar vectors to final approach course after WALTR.

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-FFV	APP CRS	Rwy Idg	7540
111.3	136°	TDZE	23
		Apt Elev	30

ILS or LOC RWY 14

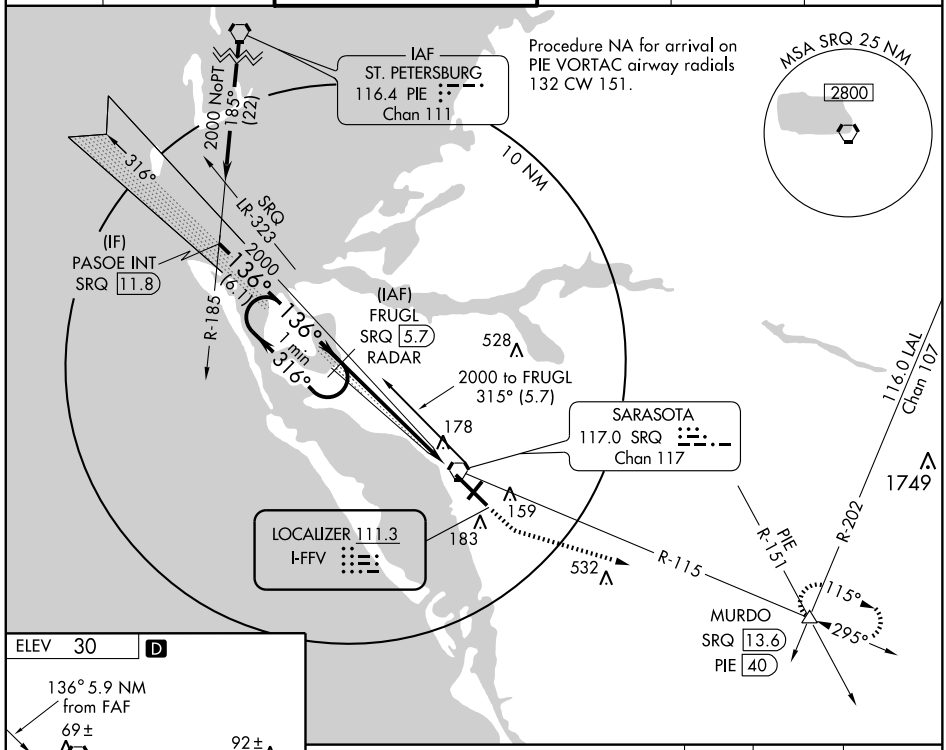
SARASOTA/BRADENTON INTL (SRQ)

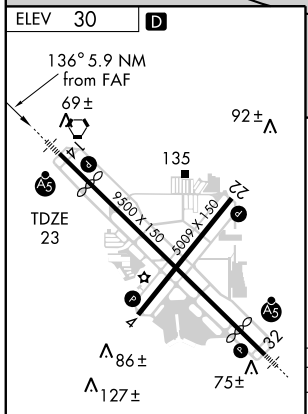
When control tower closed: S-ILS 14 minimums NA. Increase S-LOC 14 all Cats. visibility to 1 mile. Inoperative table does not apply to S-LOC 14 Cats. A,B and C. For inoperative MALSR, increase S-LOC 14 Cat. D visibility to 1¼. DME or RADAR Required.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 and SRQ VORTAC R-115 to MURDO Int/SRQ 13.6 DME and hold.

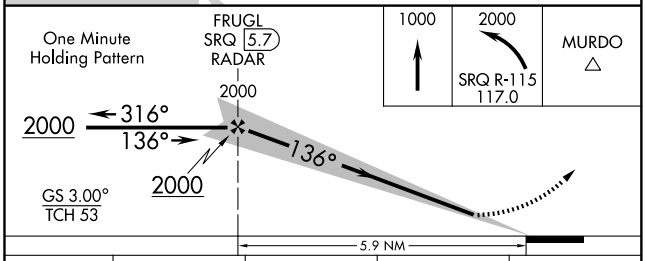
ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1(CTAF) L 269.7	121.9 269.7	118.25	122.95





FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-ILS 14	223-½ 200 (200-½)			
S-LOC 14	380-½ 357 (400-½)			380-¾ 357 (400-¾)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-SRQ	APP CRS	Rwy Idg	7510
109.7	316°	TDZE	27
		Apt Elev	30

ILS or LOC RWY 32

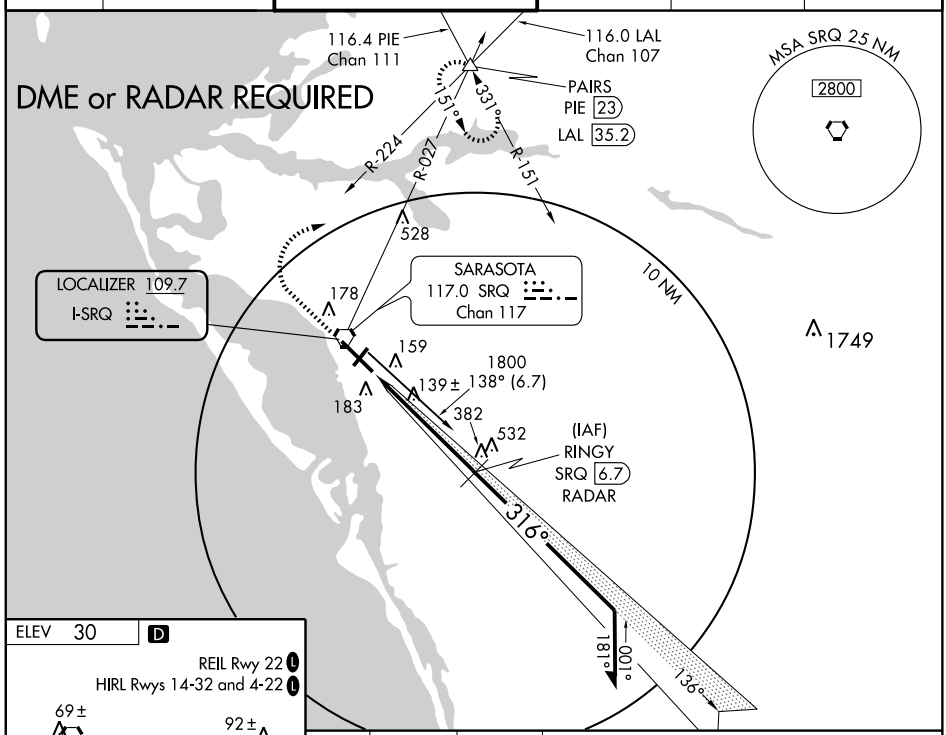
SARASOTA/BRADENTON INTL (SRQ)

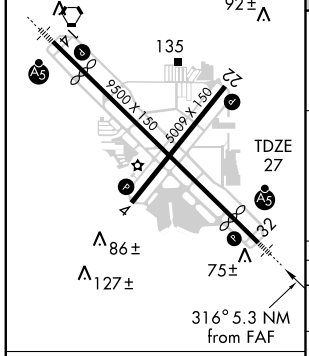
Autopilot coupled approach NA below 840. When control tower closed, S-ILS 32 minimums NA, increase S-LOC 32 all Cats. visibility to 1. Inoperative table does not apply to S-LOC 32 Cats. A/B/C, for inoperative MALSR, increase S-LOC 32 Cat. D visibility to 1¼.

MALSR

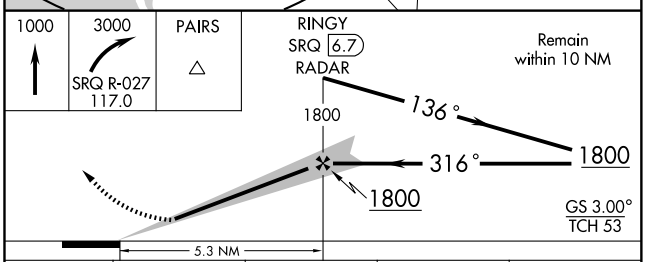
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via SRQ VORTAC R-027 to PAIRS Int/PIE VORTAC 23 DME and hold, continue climb-in-hold to 3000.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95





FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 32	227-½ 200 (200-½)			
S-LOC 32	400-½ 373 (400-½)			400-¾ 373 (400-¾)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5009
040°	TDZE	23
	Apt Elev	30

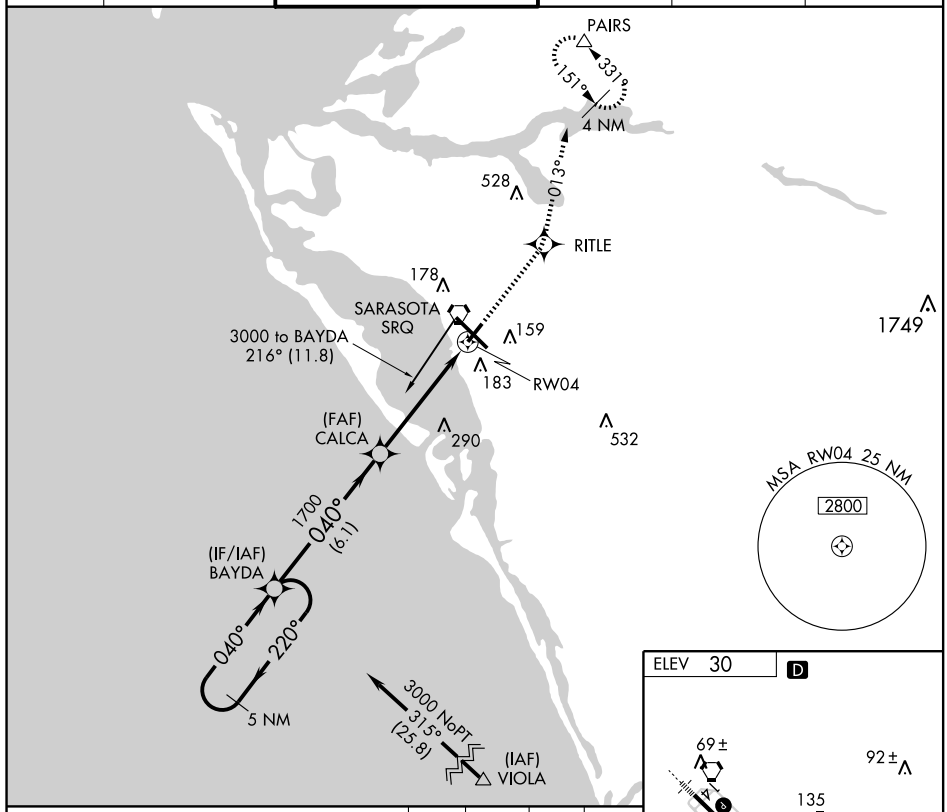
RNAV (GPS) RWY 4

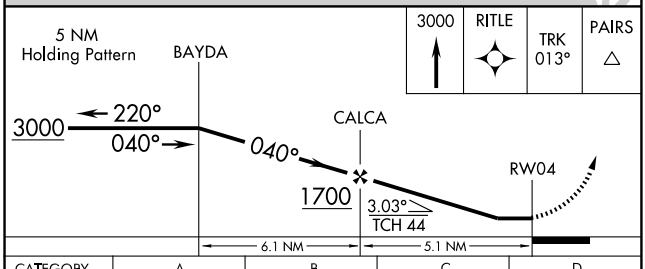
SARASOTA/BRADENTON INTL (SRQ)

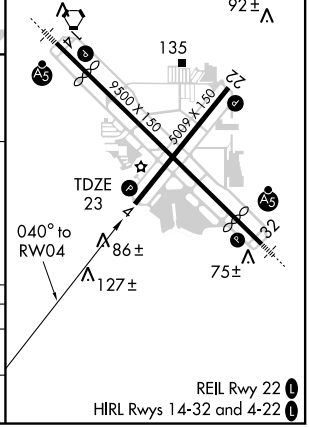
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct RITLE and via 013° track to PAIRS and hold, continue climb-in-hold to 3000.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1(CTAF)(L) 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
LNAV MDA	460-1	437 (500-1)	460-1¼ 437 (500-1¼)	460-1½ 437 (500-1½)
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 86705 W14A	APP CRS 136°	Rwy Idg 7540 TDZE 23 Apt Elev 30

RNAV (GPS) RWY 14

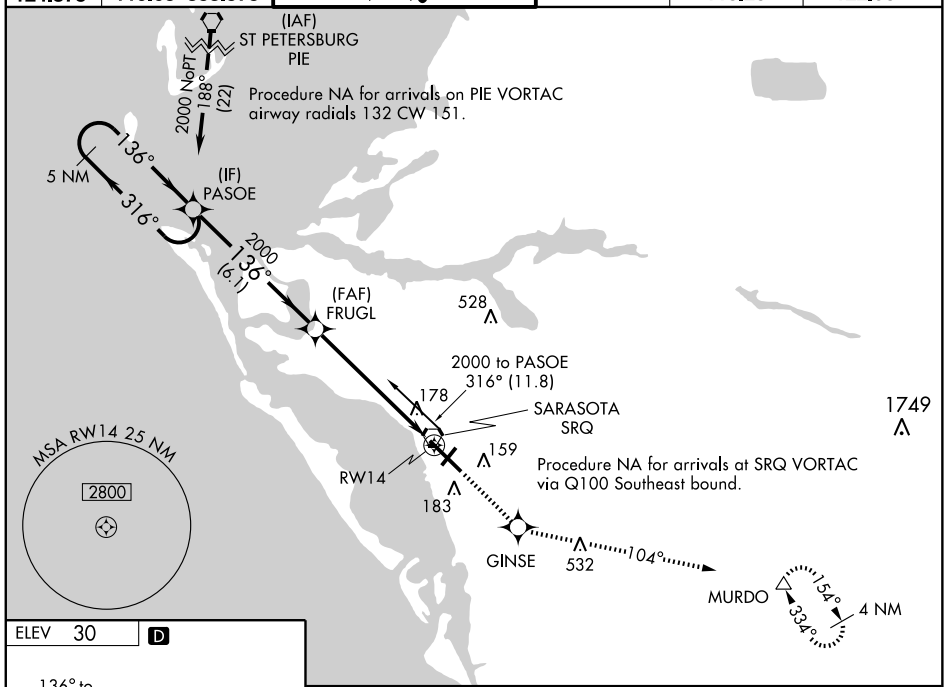
SARASOTA/BRADENTON INTL (SRQ)

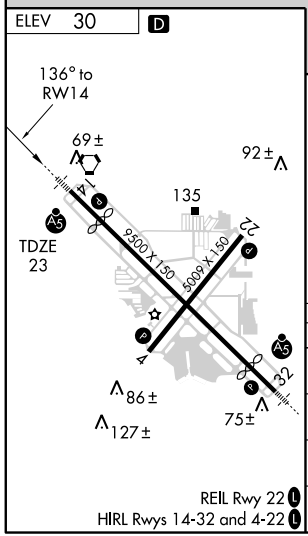
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120° F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼. When control tower closed, LPV and LNAV/VNAV NA. Increase LNAV Cats. A, B and C visibility to 1 mile; inoperative table does not apply to LNAV Cats. A and B. For inoperative MALSR increase LNAV Cats. C and D visibility to 1¼ miles.

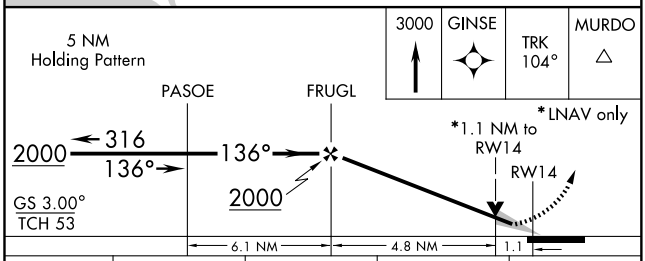
MALSR

MISSED APPROACH: Climb to 3000 direct GINSE and via 104° track to MURDO and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER*	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
LPV DA	223-½ 200 (200-½)			
LNAV/ VNAV DA	488-1 465 (500-1)			
LNAV MDA	440-½ 417 (500-½)		440-¾ 417 (500-¾)	440-1 417 (500-1)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5009
220°	TDZE	24
	Apt Elev	30

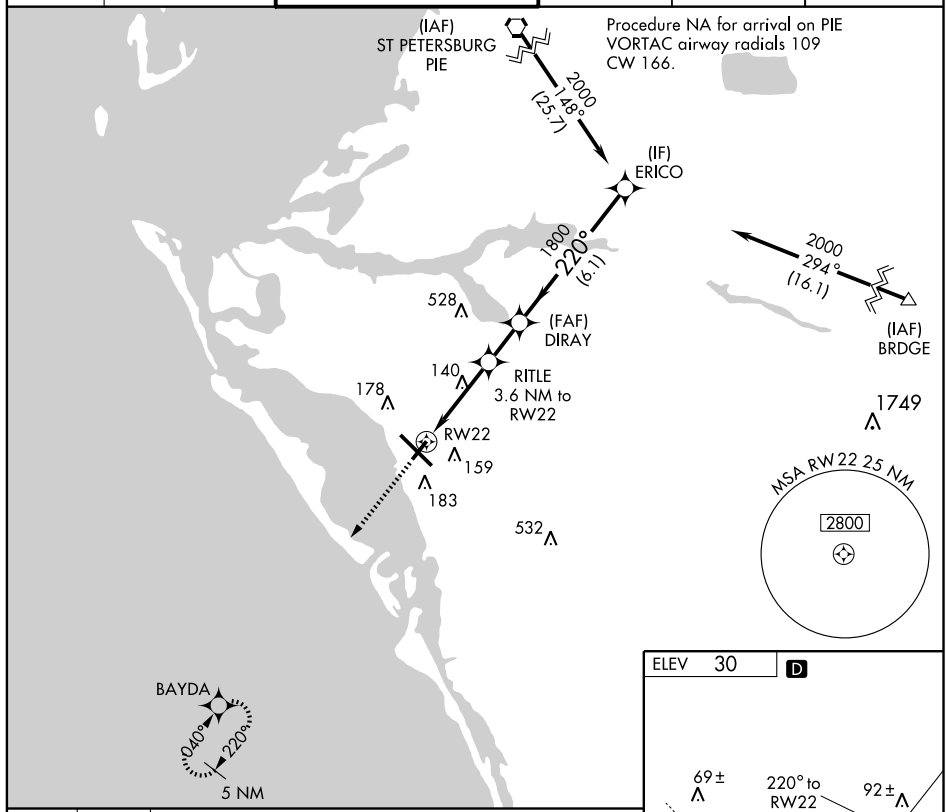
RNAV (GPS) RWY 22

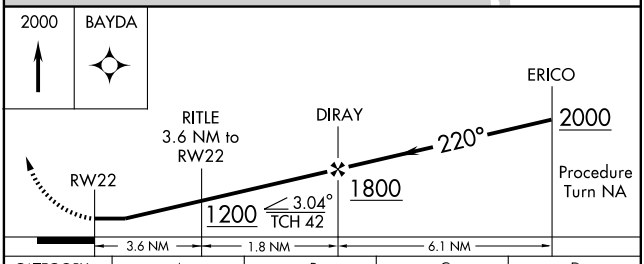
SARASOTA/BRADENTON INTL (SRQ)

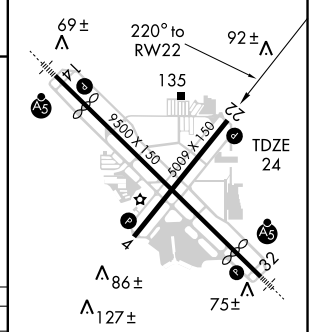
Visibility reduction by helicopters NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct BAYDA and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
LNAV MDA	400-1 376 (400-1)			400-1¼ 376 (400-1¼)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 72605 W32A	APP CRS 316°	Rwy Idg 7510 TDZE 27 Apt Elev 30

RNAV (GPS) RWY 32

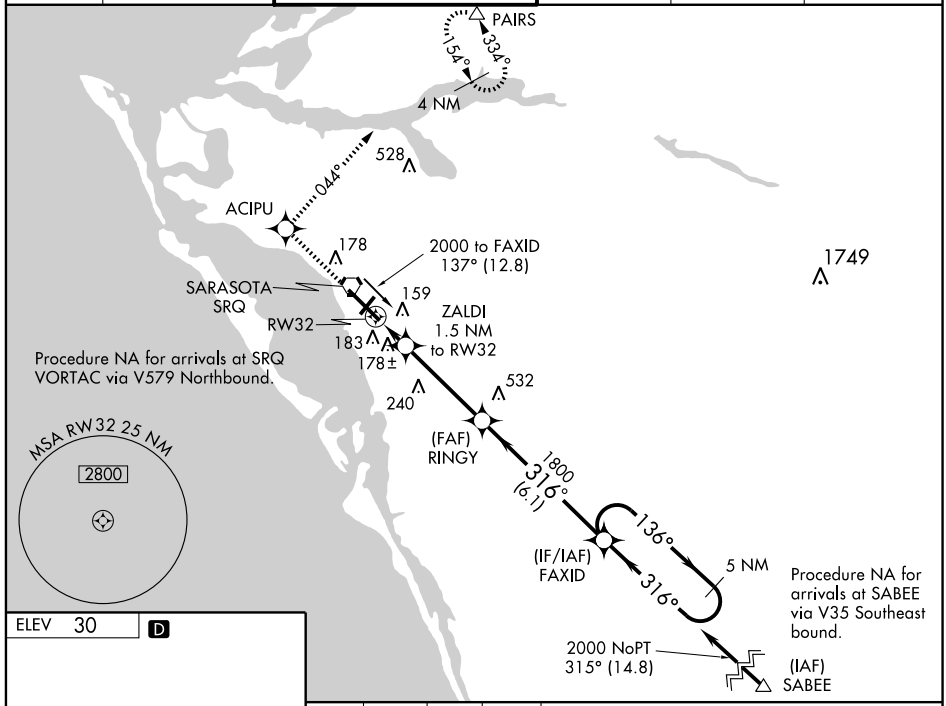
SARASOTA/BRADENTON INTL (SRQ)

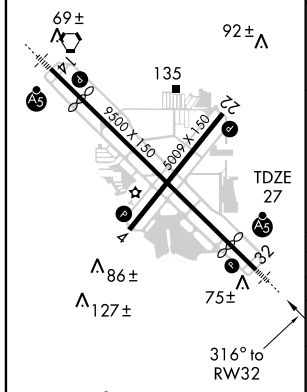
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 49° C (120° F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to 1¼. When control tower closed, LPV and LNAV/VNAV NA. Increase LNAV Cats. A, B and C visibility to 1. Inoperative table does not apply to LNAV Cats. A and B. For inoperative MALSR increase LNAV Cats. C and D visibility to 1¼.

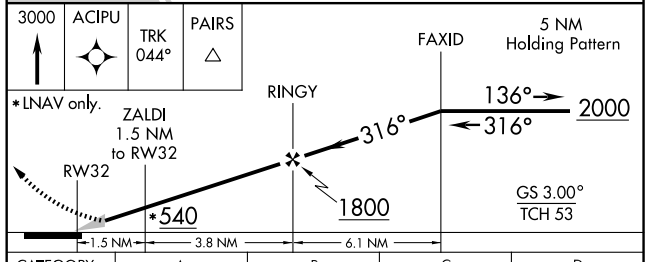
MALSR

MISSED APPROACH: Climb to 3000 direct ACIPU and via 044° track to PAIRS and hold, continue climb-in-hold to 3000.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) 269.7	121.9 269.7	118.25	122.95





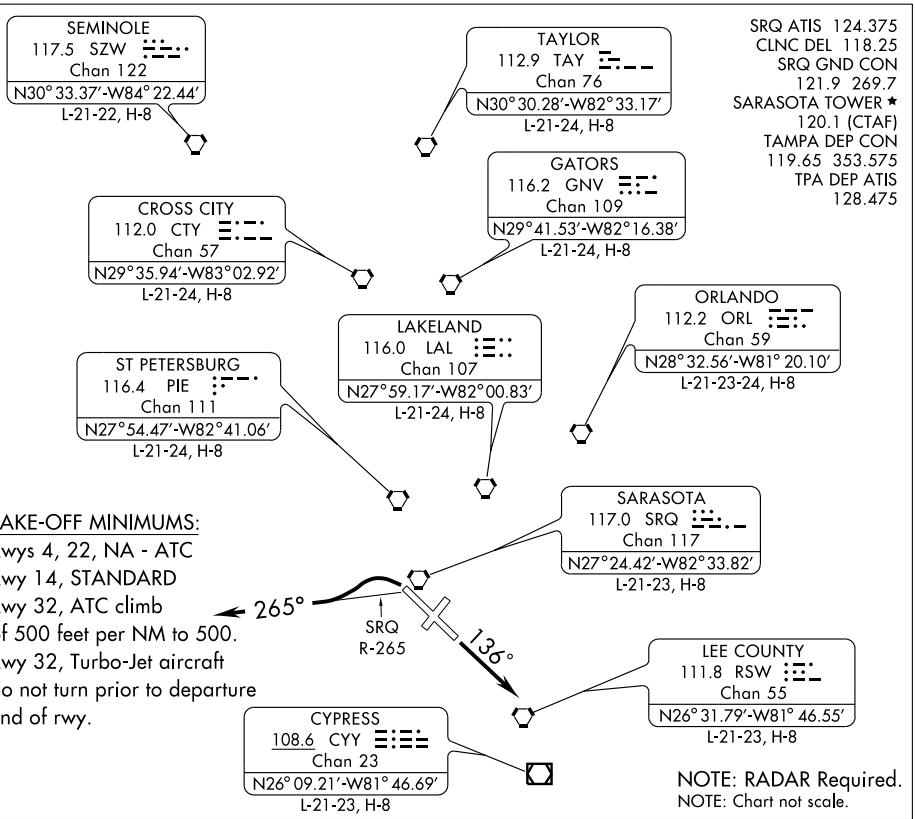


CATEGORY	A	B	C	D
LPV DA	227-½ 200 (200-½)			
LNAV/VNAV DA	463-1 436 (500-1)			
LNAV MDA	440-½ 413 (500-½)		440-¾ 413 (500-¾)	440-1 413 (500-1)
CIRCLING	500-1 470 (500-1)		500-1½ 470 (500-1½)	580-2 550 (600-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

SARASOTA THREE DEPARTURE

SARASOTA/BRADENTON INTL (SRQ)
SARASOTA (BRADENTON), FLORIDA



TAKE-OFF MINIMUMS:
Rwys 4, 22, NA - ATC
Rwy 14, STANDARD
Rwy 32, ATC climb of 500 feet per NM to 500.
Rwy 32, Turbo-Jet aircraft do not turn prior to departure end of rwy.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climb heading 136°. Expect radar vectors to join assigned route, thence....
TAKE-OFF RUNWAY 32: Climbing left turn to intercept SRQ R-265 westbound or as assigned by ATC. Expect radar vectors to join assigned route, thence....

....maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude ten (10) minutes after departure.

NOTE: Rwy 14: Multiple trees beginning 345 feet from DER, 277 feet right of centerline, up to 69 feet AGL/94 feet MSL. Multiple trees beginning 119 feet from DER, 365 feet left of centerline, up to 30 feet AGL/55 feet MSL. Railroad 431 feet from DER, 533 feet left of centerline, 24 feet AGL/44 feet MSL.

NOTE: Rwy 32: Multiple trees beginning 606 feet from DER, 2 feet right of centerline, up to 51 feet AGL/71 feet MSL. Multiple trees beginning 775 feet from DER, 113 feet left of centerline, up to 68 feet AGL/88 feet MSL. Wall 119 feet from DER, 465 feet left of centerline, 29 feet AGL/49 feet MSL. Pole 945 feet from DER, 531 feet left of centerline, 41 feet AGL/61 feet MSL. Antenna 732 feet from DER, 168 feet left of centerline, 34 feet AGL/54 feet MSL. Vehicle on road 675 feet from DER, 277 feet left of centerline, 17 feet AGL/51 feet MSL. Light pole 837 feet from DER, 326 feet left of centerline, 34 feet AGL/54 feet MSL. Tower 5,674 feet from DER, 1,845 feet left of centerline, 162 feet AGL/177 feet MSL.

VORTAC SRQ 117.0 Chan 117	APP CRS 115°	Rwy Idg 7540 TDZE 23 Apt Elev 30

VOR RWY 14

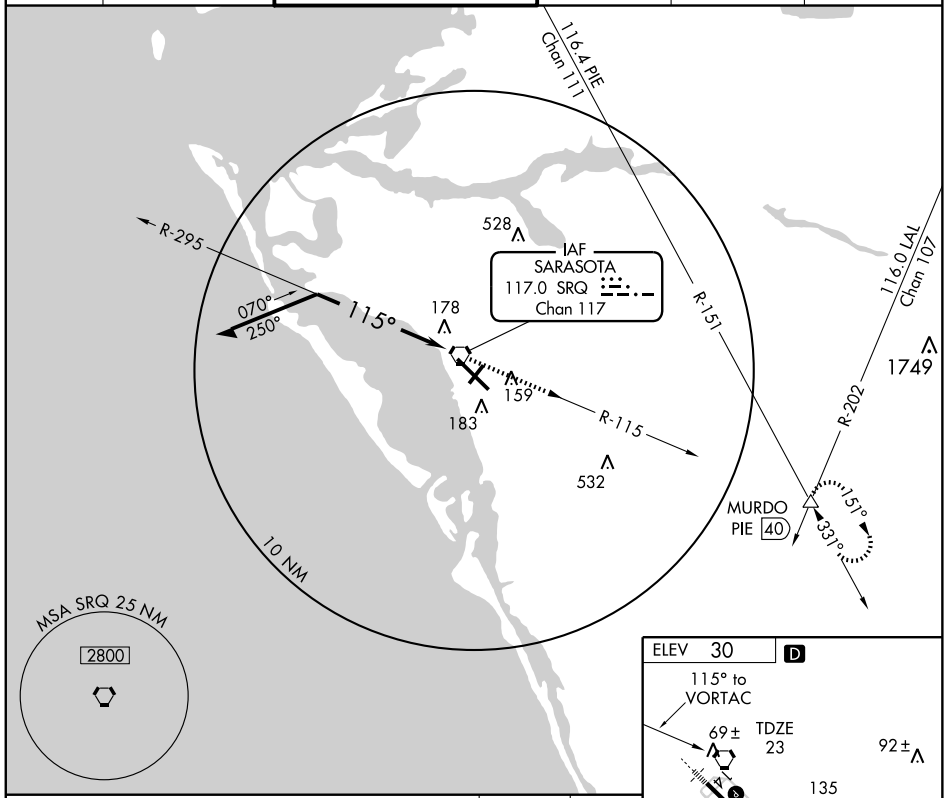
SARASOTA/BRADENTON INTL (SRQ)

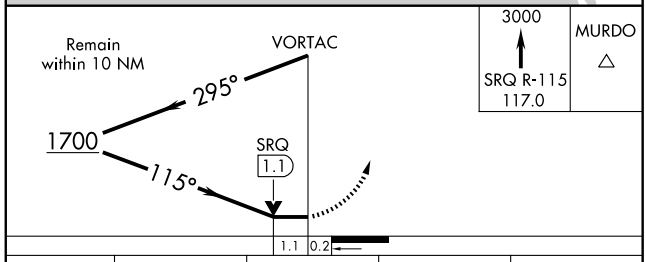
For inoperative MALSR, increase S-14 Cat. C visibility to 1¼. When control tower closed: increase S-14 Cats. A, B and C visibility to 1 mile. Inoperative table does not apply to Cat. D. Inoperative table does not apply to S-14 Cats. A, B and D.

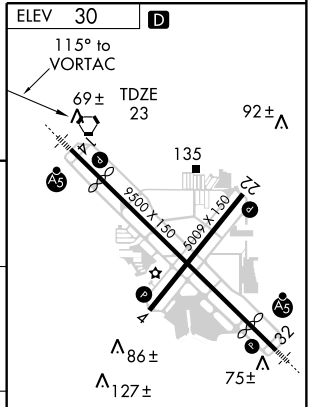
MALSR

MISSED APPROACH: Climb to 3000 via SRQ VORTAC R-115 to MURDO Int/PIE 40 DME and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
S-14	480-½	457 (500-½)	480-¾ 457 (500-¾)	480-1½ 457 (500-1½)
CIRCLING	500-1	470 (500-1)	500-1½ 470 (500-1½)	580-2 550 (600-2)

REIL Rwy 22 L
HIRL Rwys 14-32 and 4-22 L

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC SRQ	APP CRS	Rwy Idg	7510
117.0	322°	TDZE	27
Chan 117		Apt Elev	30

VOR RWY 32

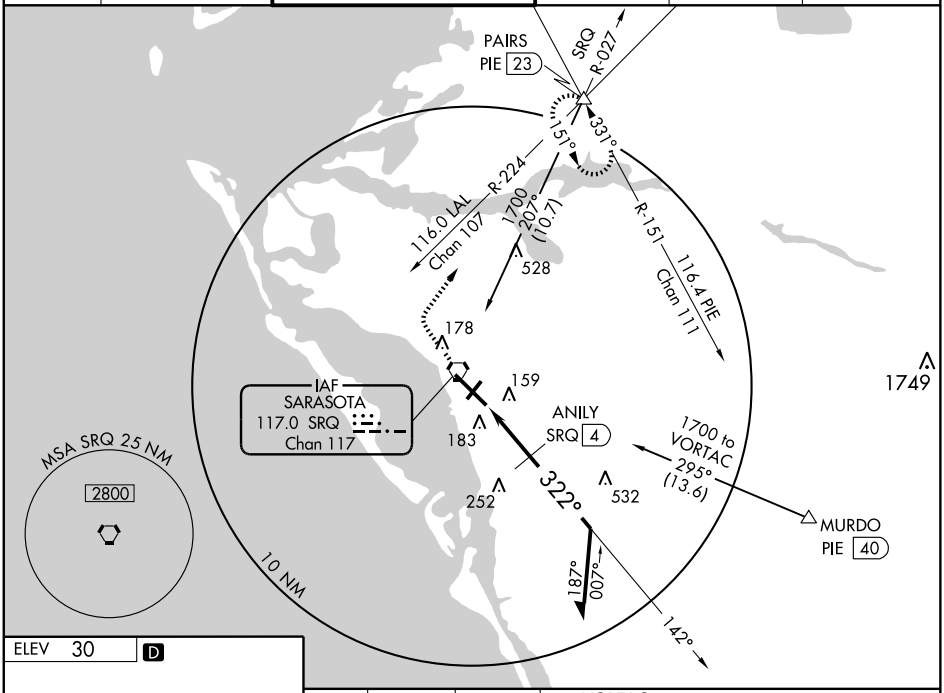
SARASOTA/BRADENTON INTL (SRQ)

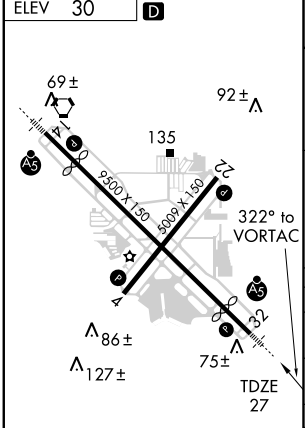
For inoperative MALSR increase S-32 Cat. A visibility to 1. For inoperative MALSR, increase S-32 Cat. B visibility to 1¼. When control tower closed, increase S-32 Cats. A and B visibility to 1. Inoperative table does not apply to S-32 Cat. A and ANILY fix minimums S-32 Cats. A and B.

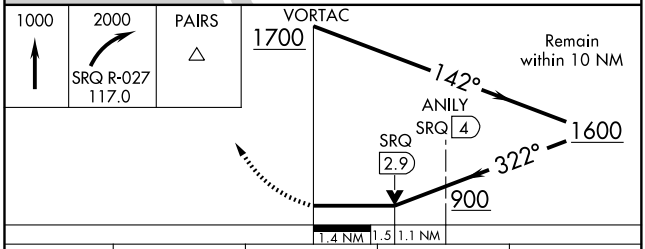
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via SRQ VORTAC R-027 to PAIRS Int/PIE 23 DME and hold.

ATIS	TAMPA APP CON	SARASOTA-BRADENTON TOWER★	GND CON	CLNC DEL	UNICOM
124.375	119.65 353.575	120.1 (CTAF) L 269.7	121.9 269.7	118.25	122.95







CATEGORY	A	B	C	D
S-32	900-¾ 873 (900-¾)		900-2 873 (900-2)	900-2¼ 873 (900-2¼)
CIRCLING	900-1 870 (900-1)	900-1¼ 870 (900-1¼)	900-2½ 870 (900-2½)	900-2¾ 870 (900-2¾)
ANILY FIX MINIMUMS				
S-32	560-½ 533 (600-½)		560-1 533 (600-1)	560-1¼ 533 (600-1¼)
CIRCLING	560-1 530 (600-1)		560-1½ 530 (600-1½)	580-2 550 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5234
005°	TDZE	62
	Apt Elev	62

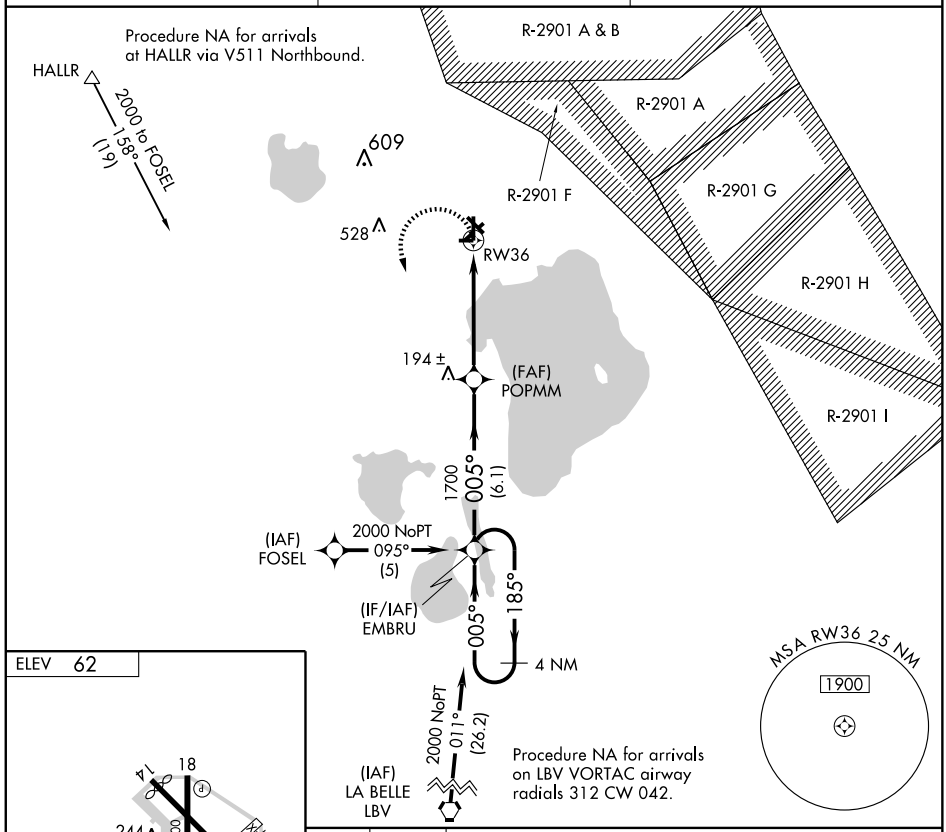
RNAV (GPS) Y RWY 36

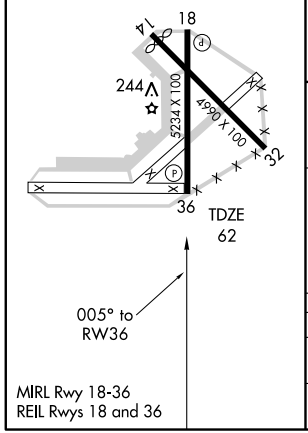
SEBRING RGNL (SEF)

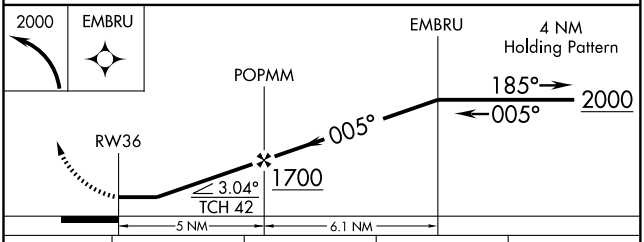
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach Muni altimeter setting and increase all MDA 140 feet, increase LNAV Cat C and D visibility ½ mile, increase Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct EMBRU and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.475	127.2 349.0	122.7 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	540-1 478 (500-1)		540-1¼ 478 (500-1¼)	540-1½ 478 (500-1½)
CIRCLING	600-1 538 (600-1)		600-1½ 538 (600-1½)	620-2 558 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	5234
CH 40311	005°	TDZE	62
W36A		Apt Elev	62

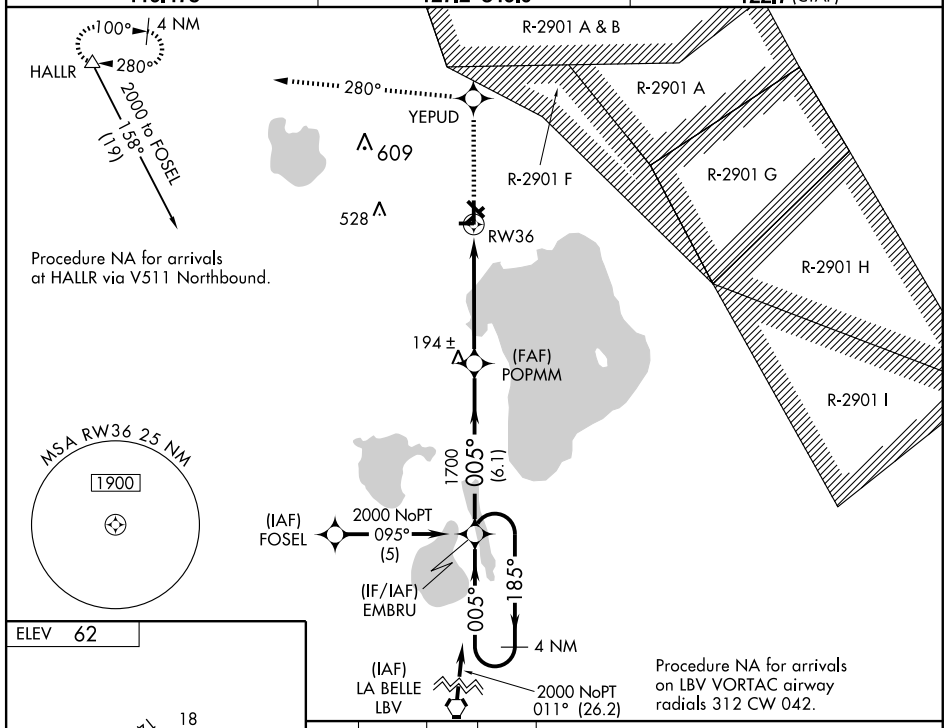
RNAV (GPS) Z RWY 36

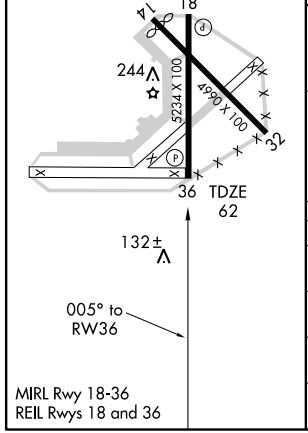
SEBRING RGNL (SEF)

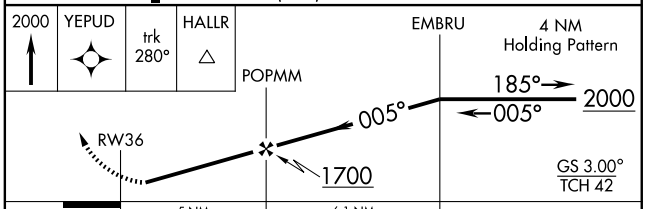
Baro-VNAV NA when using Vero Beach Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Vero Beach Muni altimeter setting and increase LPV DA to 497, LNAV/VNAV DA to 524, increase all MDA 140 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cat C and D visibility ½ mile, increase Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct YEPUD and via 280° track to HALLR and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.475	127.2 349.0	122.7 (CTAF)







CATEGORY	A	B	C	D
LPV DA	375-1¼ 313 (400-1¼)			
LNAV/VNAV DA	402-1¼ 340 (400-1¼)			
LNAV MDA	540-1 478 (500-1)		540-1¼ 478 (500-1¼)	540-1½ 478 (500-1½)
CIRCLING	600-1 538 (600-1)		600-1½ 538 (600-1½)	620-2 558 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5234
185°	TDZE	62
	Apt Elev	62

RNAV (RNP) RWY 18

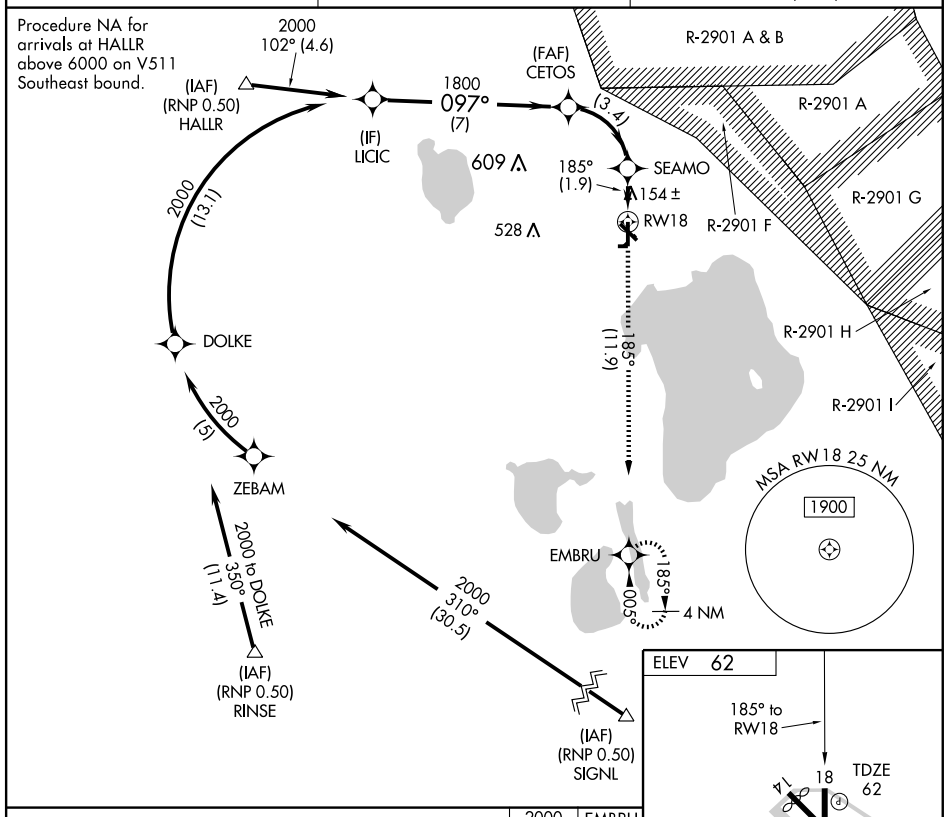
SEBRING RGNL (SEF)

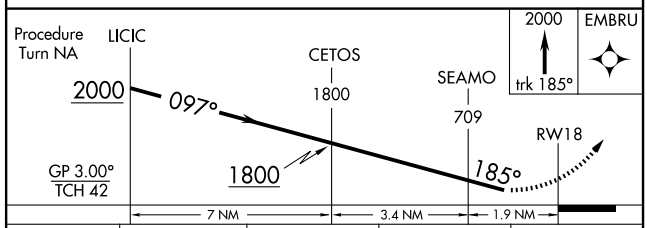
T A NA — For uncompensated Baro-VNAV systems, procedure NA below 18°C (65°F) or above 48°C (119°F). GPS and RF required. When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 2000 via track 185° to EMBRU and hold.

AWOS-3	MIAMI CENTER	UNICOM
119.475	127.2 349.0	122.7 (CTAF)

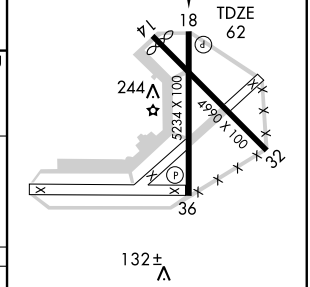
Procedure NA for arrivals at HALLR above 6000 on V511 Southeast bound.





CATEGORY	A	B	C	D
RNP 0.30 DA	437-1¼ 375 (400-1¼)			

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED



MIRL Rwy 18-36
REIL Rwys 18 and 36

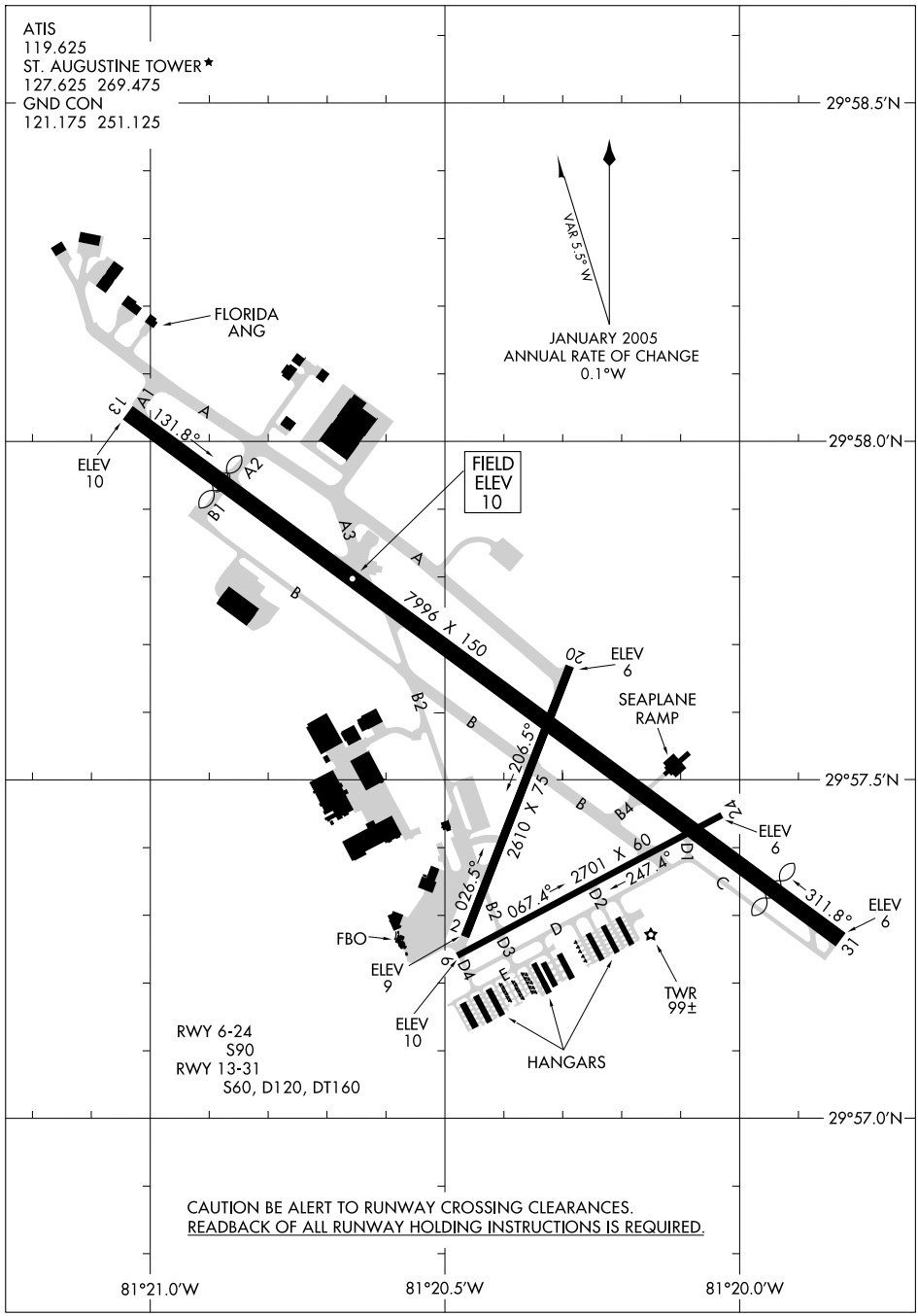
SE-3, 03 JUN 2010 to 01 JUL 2010

10042

AIRPORT DIAGRAM

AL-692 (FAA)

ST. AUGUSTINE (SGJ)
ST. AUGUSTINE, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

ST. AUGUSTINE, FLORIDA

AL-692 (FAA)

LOC/DME I-GUH	APP CRS	Rwy Idg	7196
111.1	312°	TDZE	8
Chan 48		Apt Elev	10

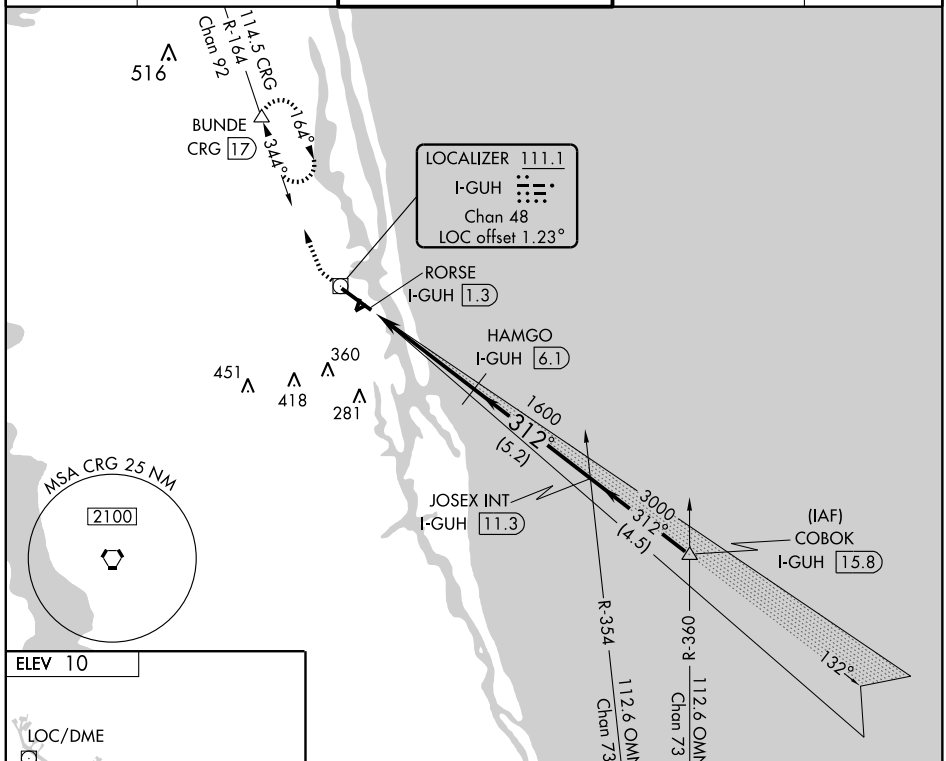
ILS RWY 31
ST. AUGUSTINE (SGJ)

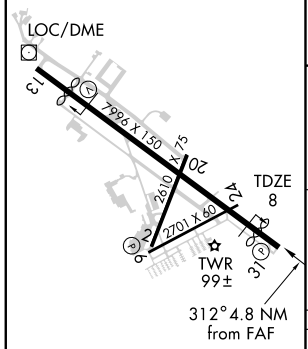
NA

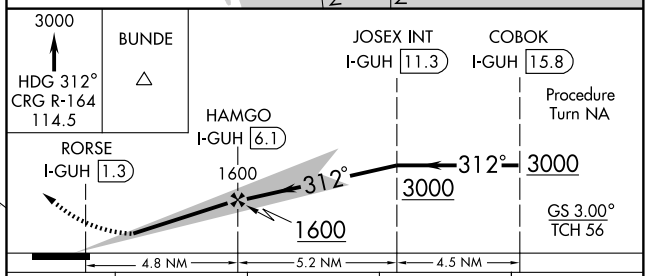
DME REQUIRED.

MISSED APPROACH: Climb to 3000 via heading 312° and CRG R-164 to BUNDE/CRG 17 DME and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95







MIRL Rwys 2-20 and 6-24 L

HIRL Rwy 13-31 L

Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-ILS 31	258-¾ 250 (300-¾)			
S-LOC 31	380-1 372 (400-1)			380-1¼ 372 (400-1¼)
CIRCLING	460-1 450 (500-1)		460-1½ 450 (500-1½)	560-2 550 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

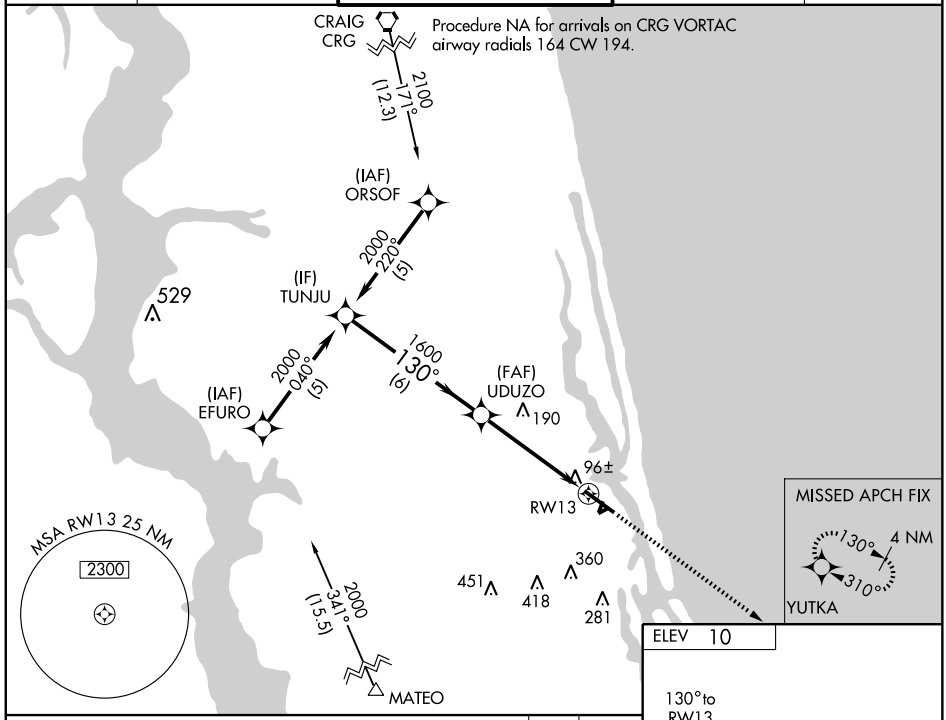
WAAS	APP CRS	Rwy Idg	6938
CH 77711	130°	TDZE	10
W13A		Apt Elev	10

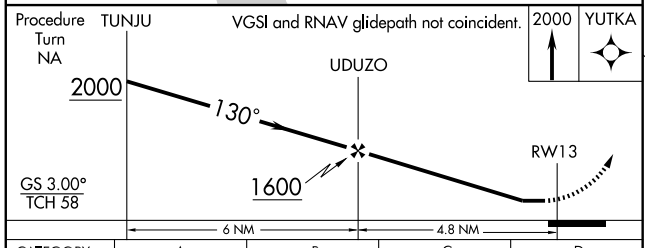
RNAV (GPS) RWY 13
ST. AUGUSTINE (SGJ)

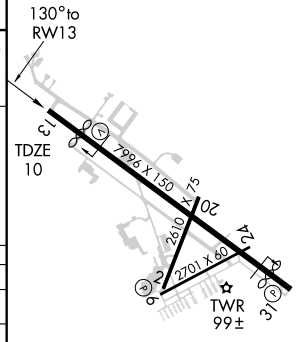
Baro-VNAV NA when using Jacksonville NAS/Towers Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville NAS/Towers Field altimeter setting and increase all DA 57 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats. visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct YUTKA and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95







CATEGORY	A	B	C	D
LPV DA	357-1¼	347 (400-1¼)		
LNAV/VNAV DA	391-1¼	381 (400-1¼)		
LNAV MDA	440-1 430 (500-1)		440-1¼ 430 (500-1¼)	440-1½ 430 (500-1½)
CIRCLING	460-1 450 (500-1)		460-1½ 450 (500-1½)	580-2 570 (600-2)

MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

SE-3. 03 JUN 2010 to 01 JUL 2010

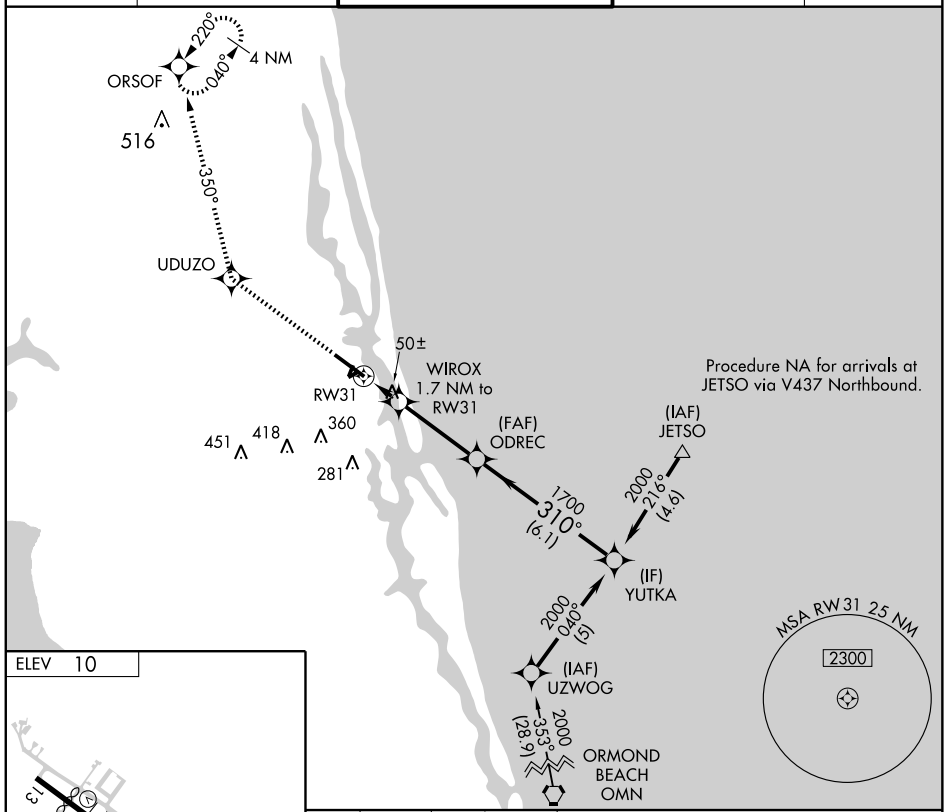
APP CRS	Rwy Idg	7196
310°	TDZE	8
	Apt Elev	10

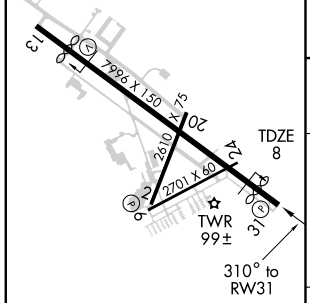
RNAV (GPS) RWY 31
ST. AUGUSTINE (SGJ)

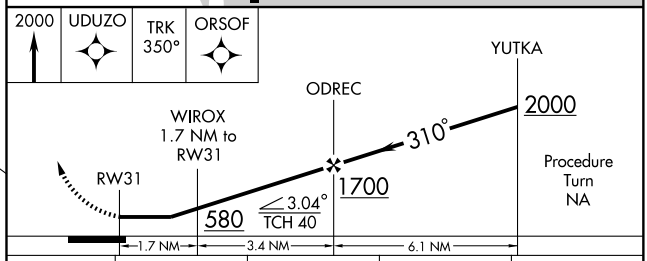
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jacksonville NAS/Towers Field altimeter setting and increase all MDA 60 feet. Increase LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct UDUZO and via 350° track to ORSOF and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95







CATEGORY	A	B	C	D
LNAV MDA	460-1	452 (500-1)	460-1¼ 452 (500-1¼)	460-1½ 452 (500-1½)
CIRCLING	460-1	450 (500-1)	460-1½ 450 (500-1½)	580-2 570 (600-2)

MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

SE-3, 03 JUN 2010 to 01 JUL 2010

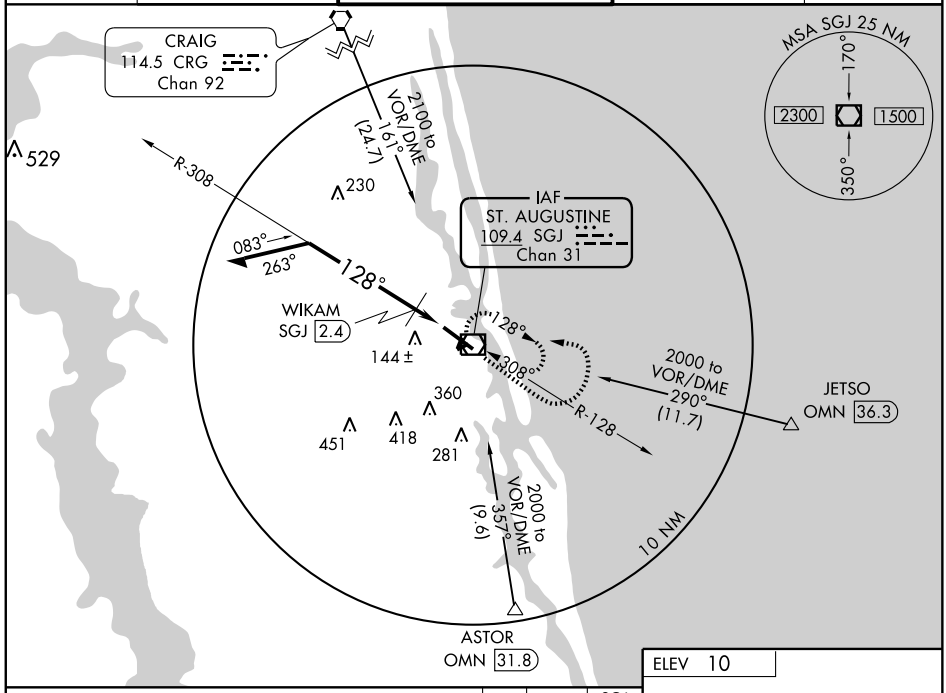
VOR/DME SGJ	APP CRS	Rwy Idg 6938
109.4	128°	TDZE 10
Chan 31		Apt Elev 10

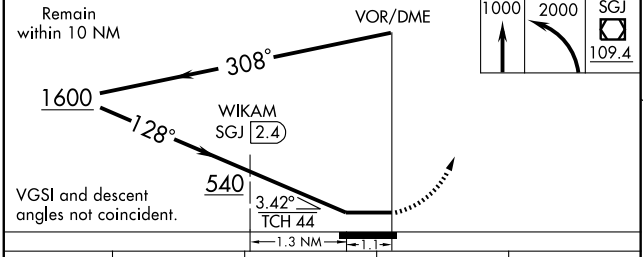
VOR RWY 13
ST. AUGUSTINE (SGJ)

Circling NA at night to Rwy 2,6,20,24.
Visibility reduction by helicopters NA.

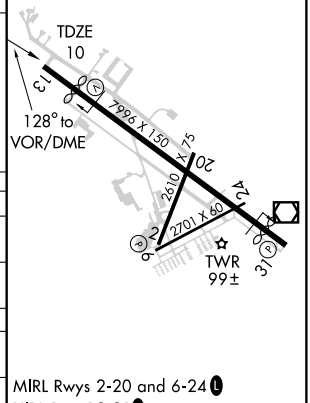
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct SGJ VOR/DME and hold.

ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95





CATEGORY	A	B	C	D
S-13	540-1 530 (600-1)		540-1½ 530 (600-1½)	540-1¾ 530 (600-1¾)
CIRCLING	540-1 530 (600-1)		540-1½ 530 (600-1½)	560-2 550 (600-2)
WIKAM FIX MINIMUMS				
S-13	400-1 390 (400-1)			400-1¼ 390 (400-1¼)
CIRCLING	460-1 450 (500-1)		460-1½ 450 (500-1½)	560-2 550 (600-2)



MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

SE-3. 03 JUN 2010 to 01 JUL 2010

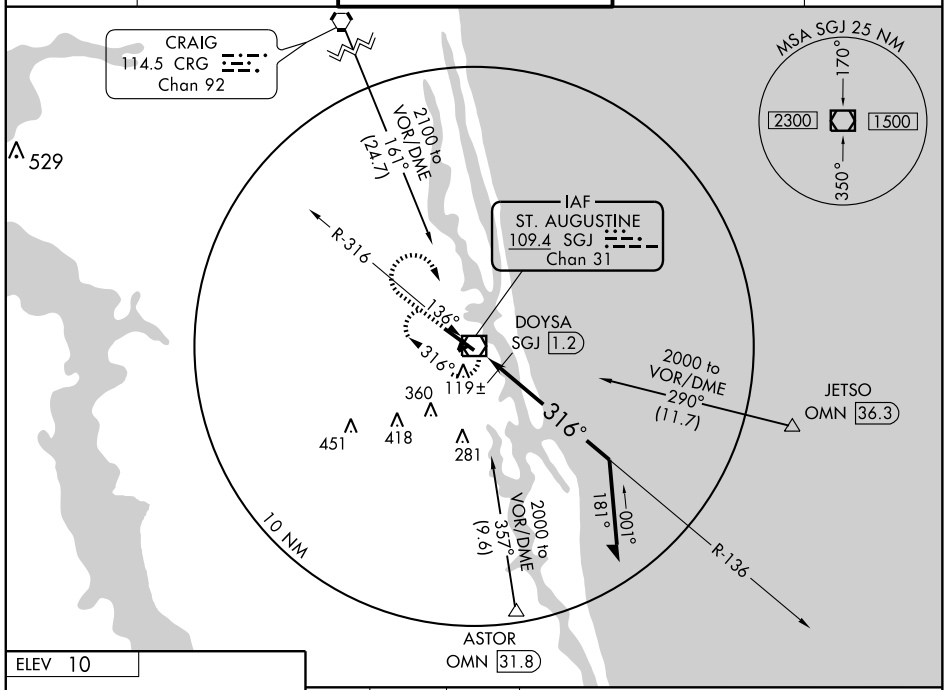
VOR/DME SGJ	APP CRS	Rwy Idg 7196
109.4	316°	TDZE 8
Chan 31		Apt Elev 10

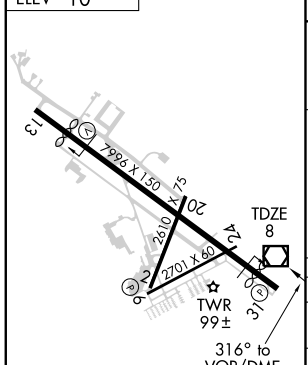
VOR RWY 31
ST. AUGUSTINE (SGJ)

Circling NA at night to Rwy 2,6,20,24.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct SGJ VOR/DME and hold.

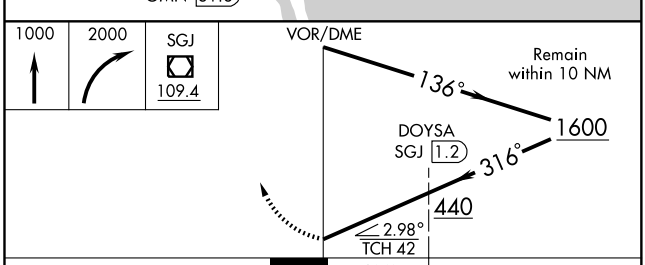
ATIS	JACKSONVILLE APP CON	ST AUGUSTINE TOWER ★	GND CON	UNICOM
119.625	120.75 308.4	127.625 (CTAF) L 269.475	121.175 251.125	122.95





MIRL Rwys 2-20 and 6-24 L
HIRL Rwy 13-31 L

Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-31	440-1	432 (500-1)	440-1¼ 432 (500-1¼)	440-1½ 432 (500-1½)
CIRCLING	460-1	450 (500-1)	460-1½ 450 (500-1½)	560-2 550 (600-2)
DME MINIMUMS				
S-31	380-1	372 (400-1)		380-1¼ 372 (400-1¼)
CIRCLING	460-1	450 (500-1)	460-1½ 450 (500-1½)	560-2 550 (600-2)

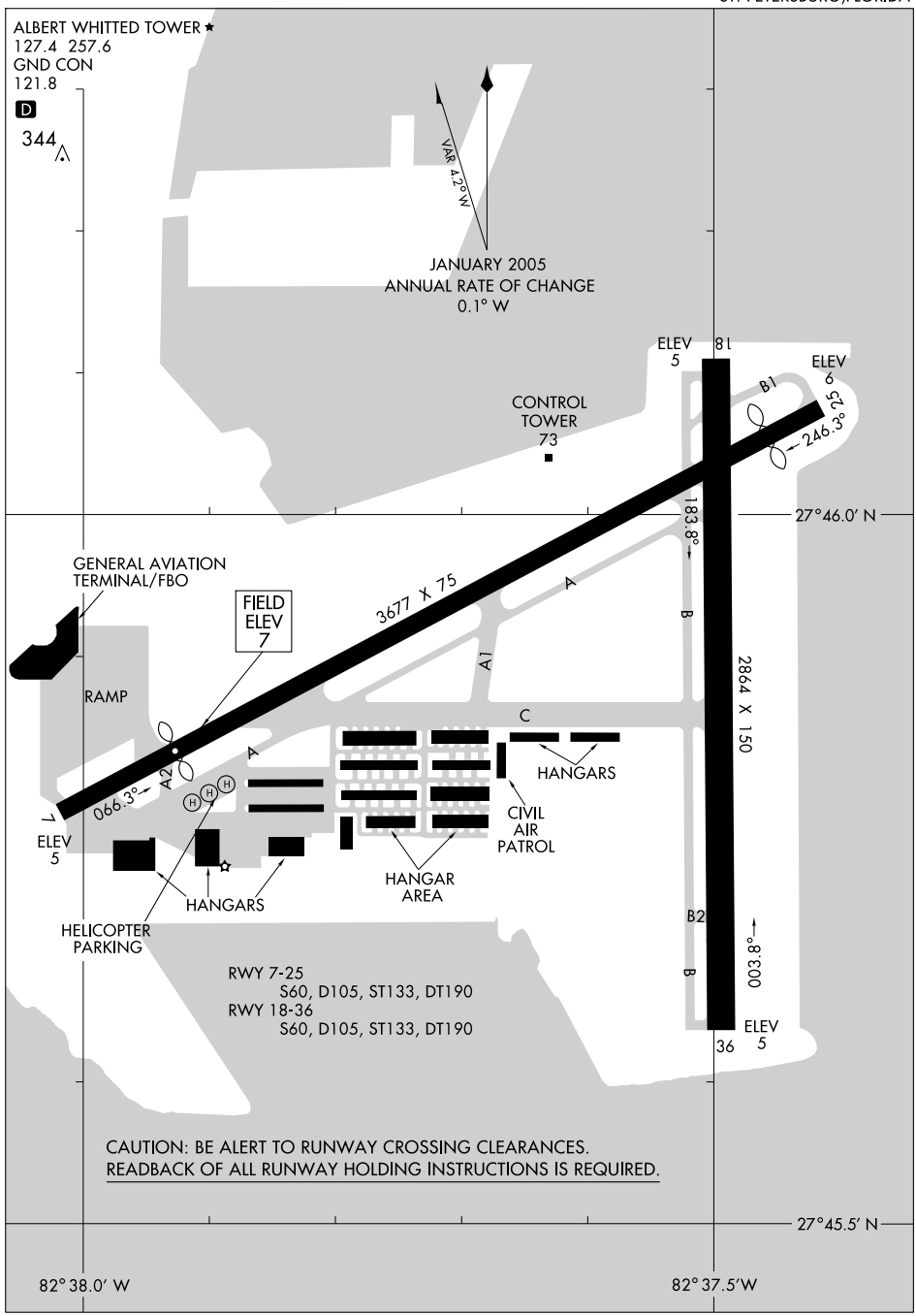
SE-3, 03 JUN 2010 to 01 JUL 2010

09013

AIRPORT DIAGRAM

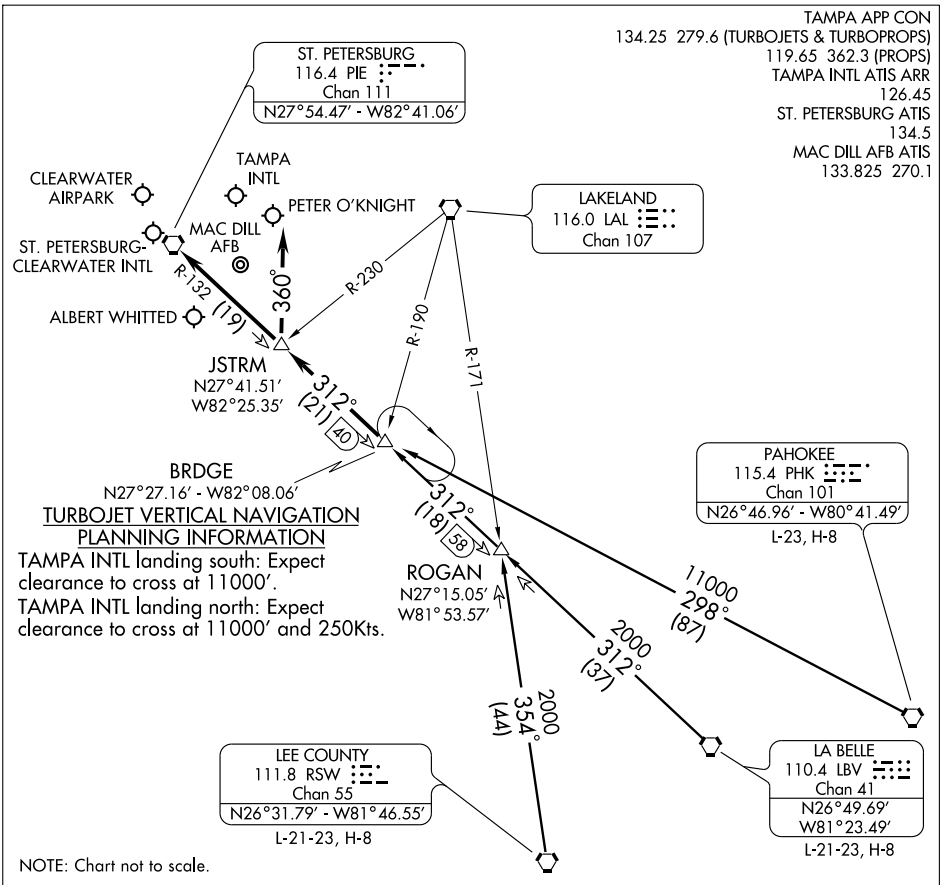
AL-613 (FAA)

ST. PETERSBURG/ALBERT WHITTED (SPG)
ST. PETERSBURG,FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

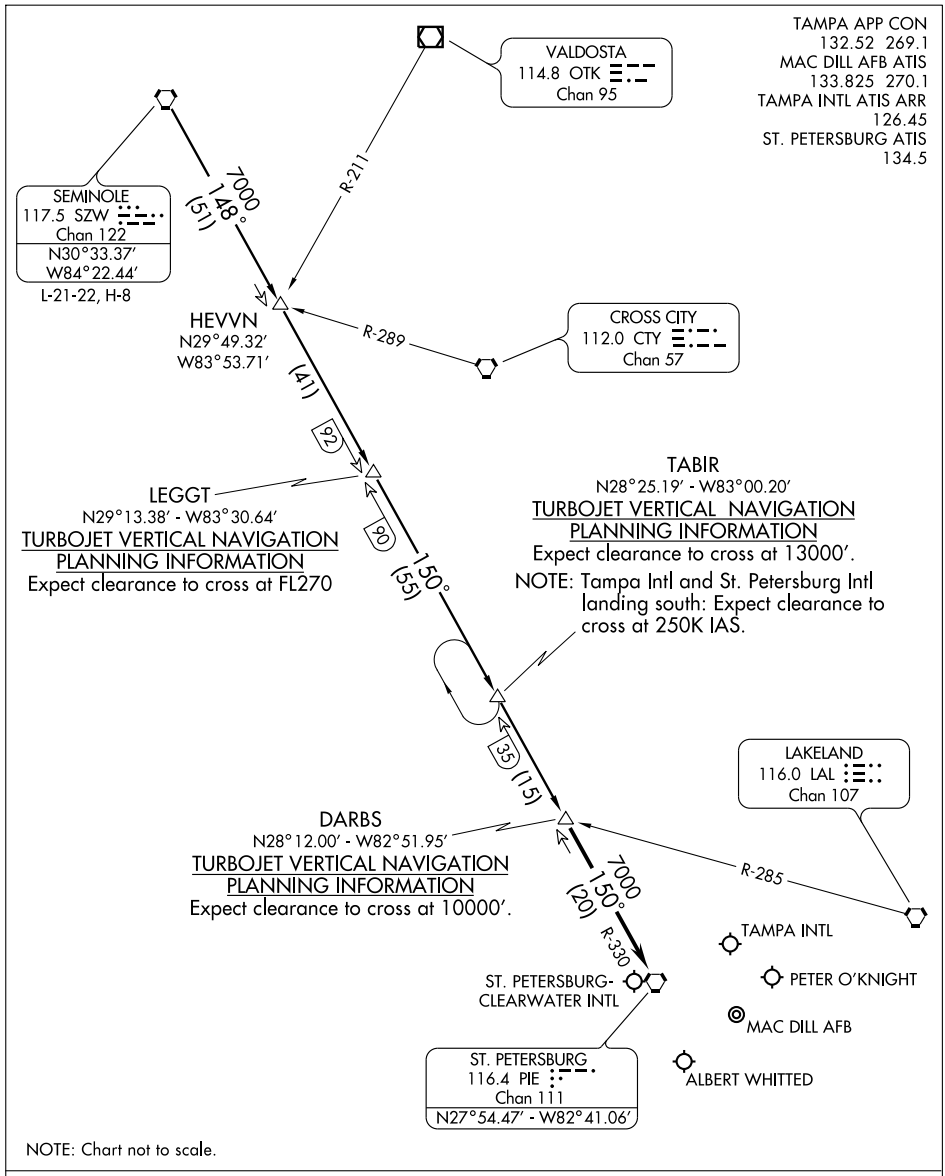
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA



NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

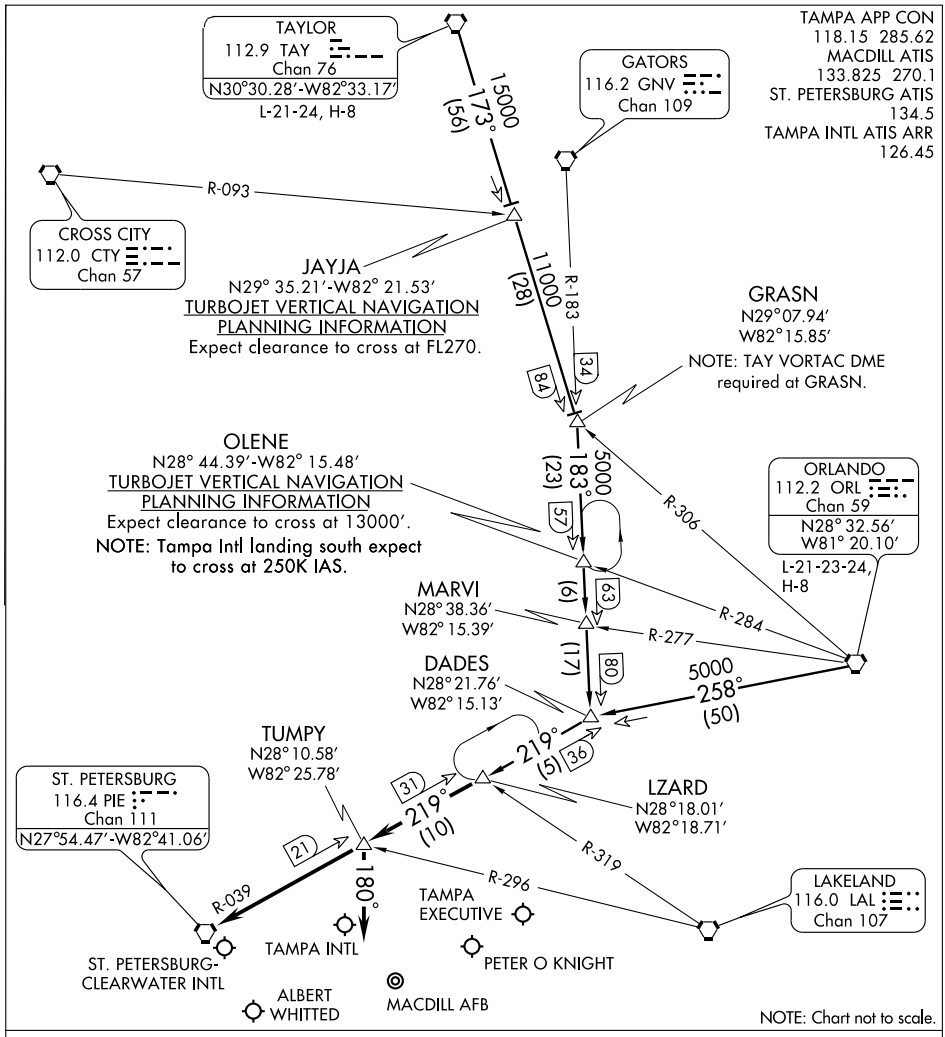
. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

ST-416 (FAA)

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2919
067°	TDZE	7
	Apt Elev	7

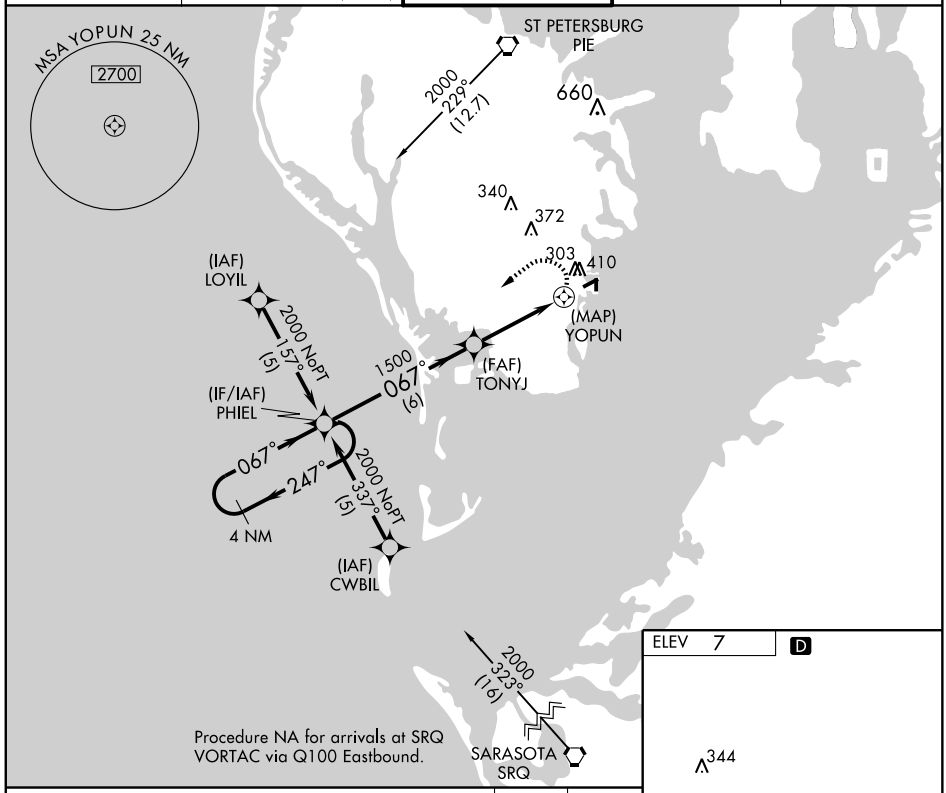
RNAV (GPS) RWY 7

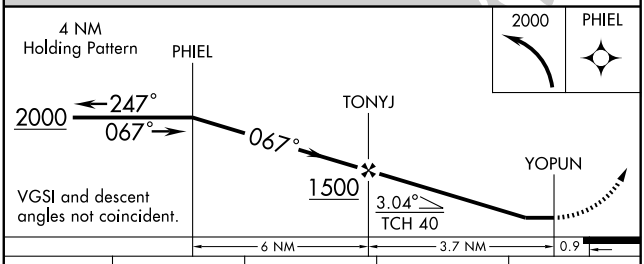
ST. PETERSBURG/ ALBERT WHITTED (SPG)

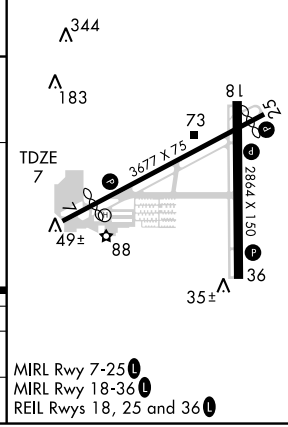
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet, LNAV Cat. C and Circling Cat. B and C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct PHIEL and hold.

ASOS	TAMPA APP CON	ALBERT WHITTED TOWER★	GND CON	UNICOM
118.875	119.65 316.05 (EAST) 125.3 316.05 (WEST)	127.4 (CTAF) L 257.6	121.8	122.95







CATEGORY	A	B	C	D
LNAV MDA	600-1 593 (600-1)		600-1½ 593 (600-1½)	NA
CIRCLING	720-1 713 (800-1)		720-2 713 (800-2)	NA

MIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 18, 25 and 36 L

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS		
172°	Rwy Idg	2864
	Rwy Idg (night only)	2824
	TDZE	6
	Apt Elev	7

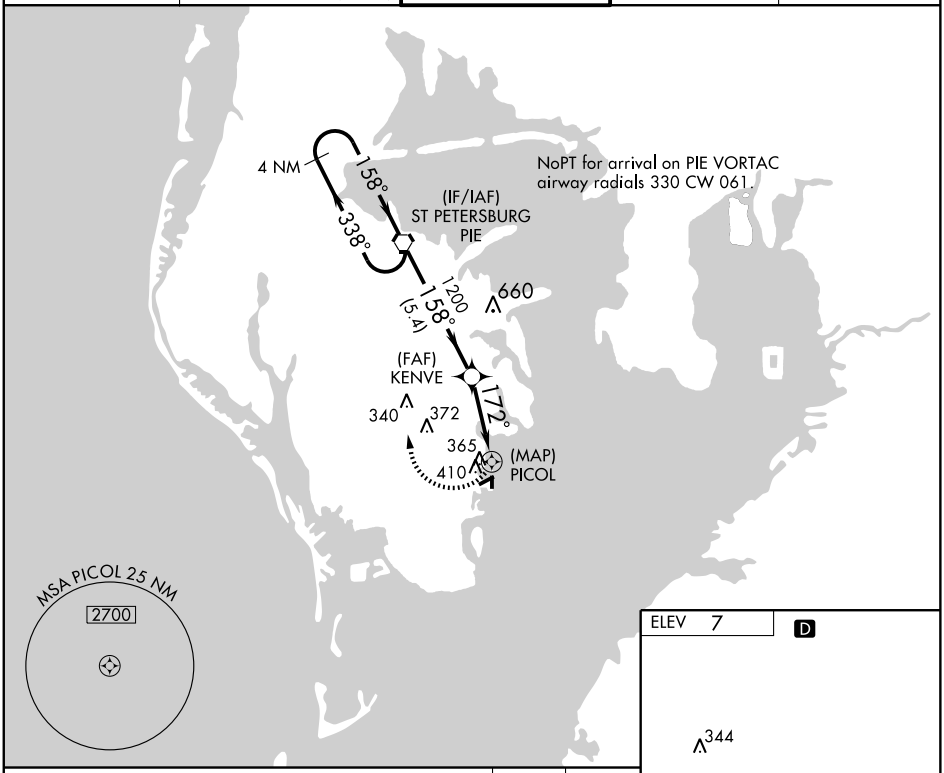
RNAV (GPS) RWY 18

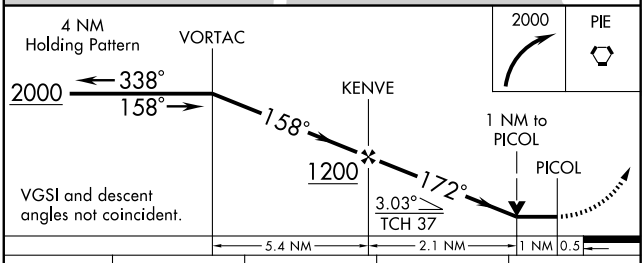
ST. PETERSBURG/ ALBERT WHITTED (SPG)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet, and Circling Cat. B visibility ¼ mile. VDP NA with Tampa Intl altimeter setting.

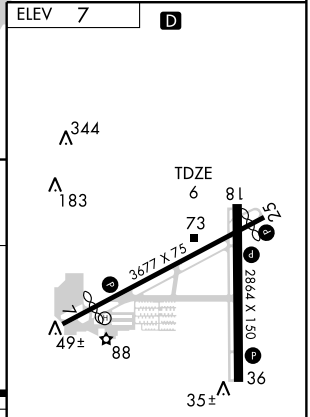
MISSED APPROACH: Climbing right turn to 2000 direct PIE VORTAC and hold.

ASOS	TAMPA APP CON	ALBERT WHITTED TOWER ★	GND CON	UNICOM
118.875	119.65 316.05 (EAST) 125.3 316.05 (WEST)	127.4 (CTAF) L 257.6	121.8	122.95





CATEGORY	A	B	C	D
LNAV MDA	680-1	674 (700-1)	NA	
CIRCLING	720-1	713 (800-1)	NA	



MIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 18, 25 and 36 L

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2864
005°	TDZE	6
	Apt Elev	7

RNAV (GPS) RWY 36

ST. PETERSBURG/ ALBERT WHITTED (SPG)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet and Circling Cat. B visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct JRGAL and hold.

ASOS	TAMPA APP CON	ALBERT WHITTED TOWER★	GND CON	UNICOM
118.875	119.65 316.05 (EAST) 125.3 316.05	127.4 (CTAF) L 257.6	121.8	122.95

660 340 372 410 849

(MAP) BENWA

005°

(FAF) WHITD

356° 1600 (5.7)

(IF/IAF) JRGAL

176° 356°

4 NM

NoPT for arrival at JRGAL via V579 Northbound.

MSA BENWA 25 NM 2800

ELEV 7 D

344 183 73 81 75 3677 X 75 2864 X 150 49± 88 TDZE 6 36 35± 200±

MIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 18, 25 and 36 L

2000 JRGAL

4 NM Holding Pattern

JRGAL WHITD BENWA 005° 356° 176° 356° 2000 1600 3.04° TCH 40

VGSI and descent angles not coincident.

0.9 4 NM 5.7 NM

CATEGORY	A	B	C	D
LNAV MDA	500-1 494 (500-1)		NA	
CIRCLING	720-1 713 (800-1)		NA	

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC PIE 116.4 Chan 111	APP CRS 158°	Rwy Idg 2864 Rwy Idg (night only) 2824 TDZE 6 Apt Elev 7

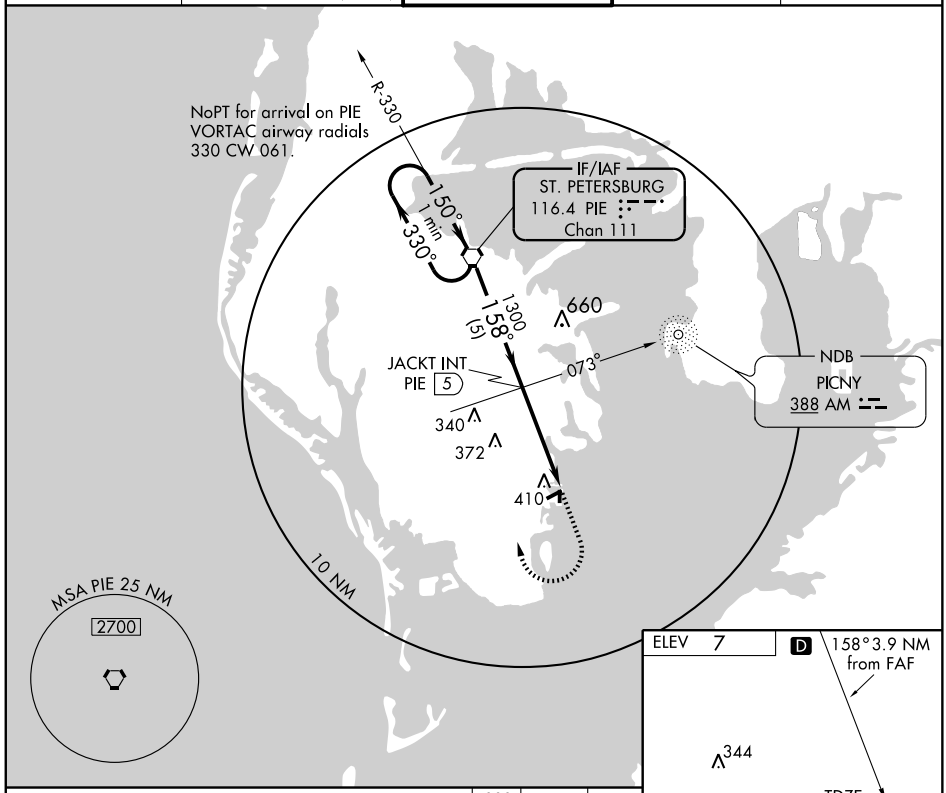
VOR RWY 18

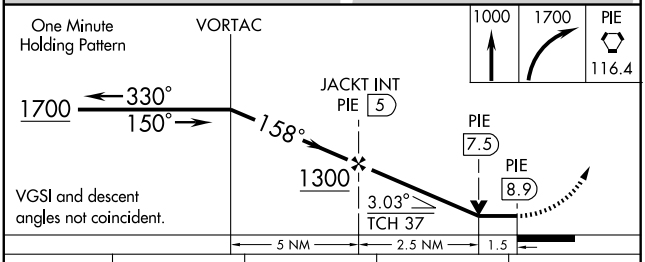
ST. PETERSBURG/ ALBERT WHITTED (SPG)

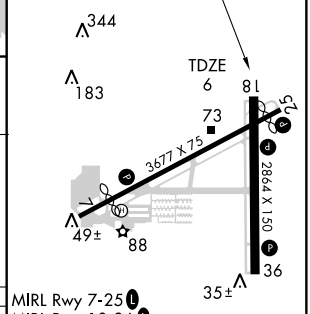
▼ If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.
▲ ADF or DME Required. VDP NA when using Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct PIE VORTAC and hold.

ASOS 118.875	TAMPA APP CON 119.65 316.05 (EAST) 125.3 316.05 (WEST)	ALBERT WHITTED TOWER★ 127.4 (CTAF) L 257.6	GND CON 121.8	UNICOM 122.95







CATEGORY	A	B	C	D
S-18	660-1	654 (700-1)	NA	
CIRCLING	720-1	713 (800-1)	NA	

MIRL Rwy 7-25 L
MIRL Rwy 18-36 L
REIL Rwys 18, 25 and 36 L

FAF to MAP 3.9 NM

Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

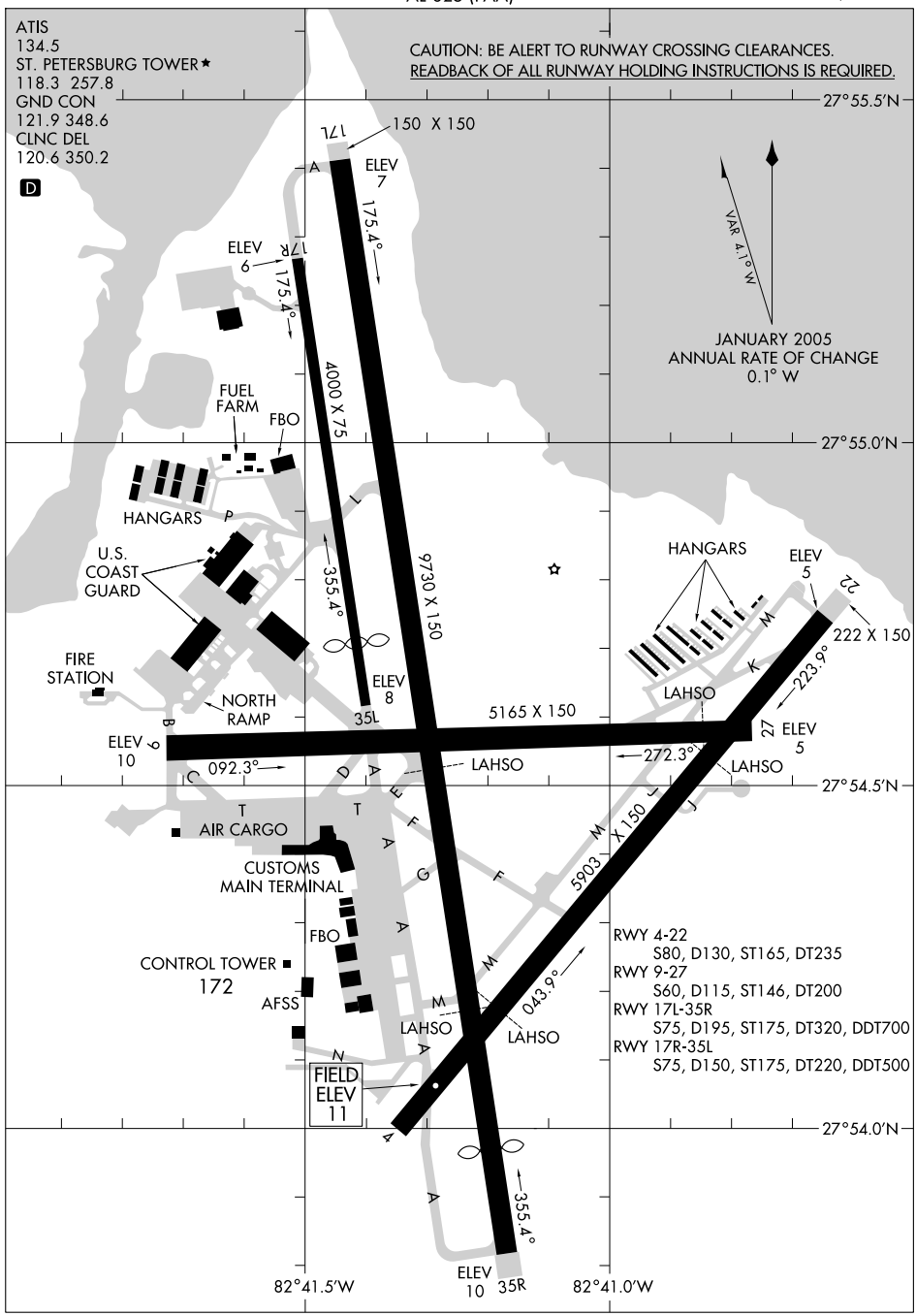
SE-3, 03 JUN 2010 to 01 JUL 2010

09015

AIRPORT DIAGRAM

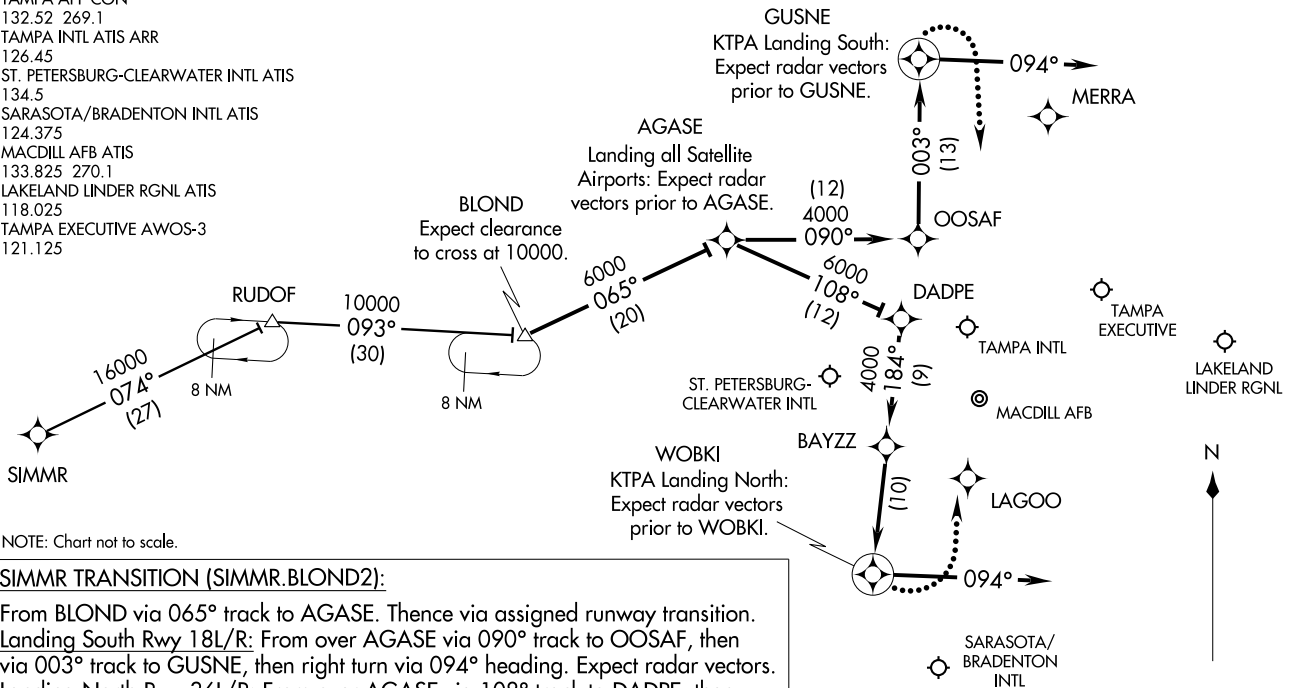
AL-625 (FAA)

ST. PETERSBURG-CLEARWATER INTL (PIE)
ST. PETERSBURG-CLEARWATER, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

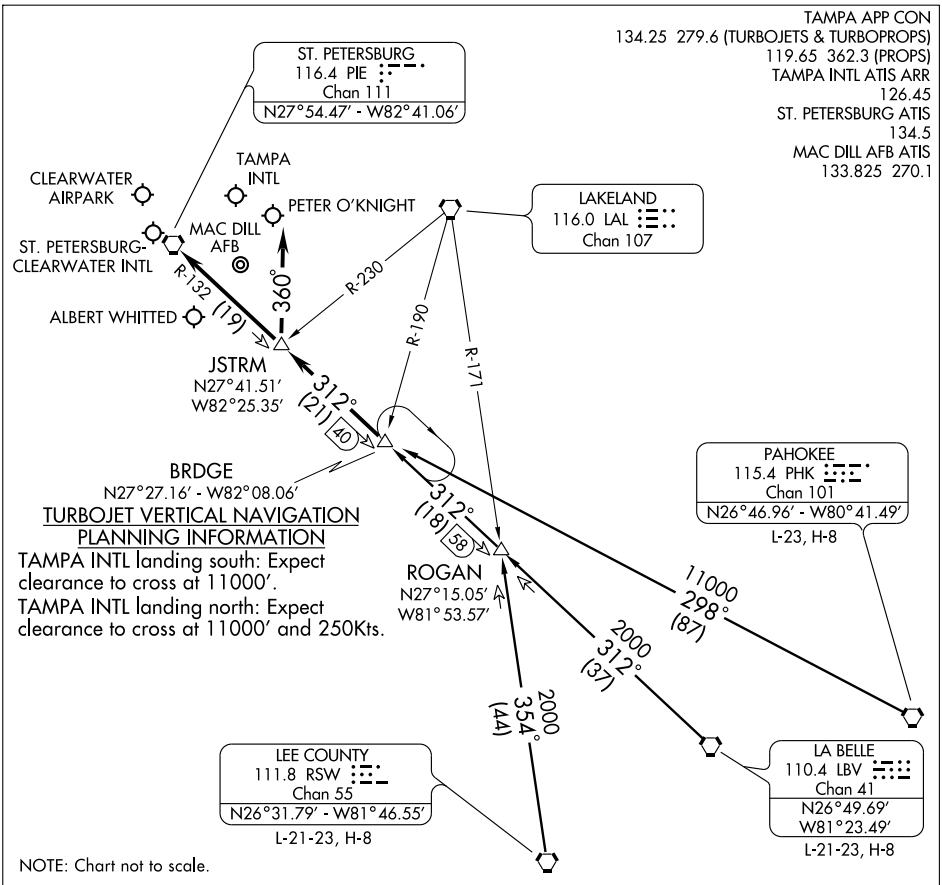
From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

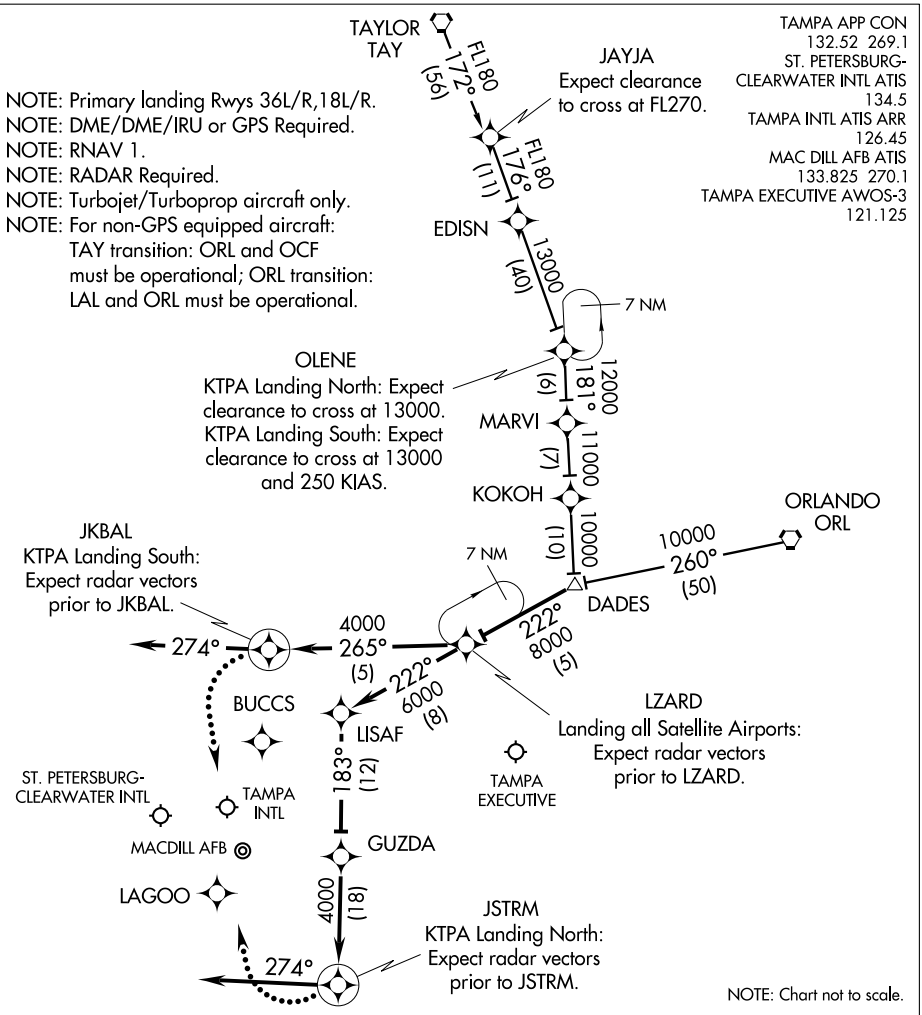
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

DADES TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: TAY transition: ORL and OCF must be operational; ORL transition: LAL and ORL must be operational.

TAMPA APP CON
132.52 269.1
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
TAMPA INTL ATIS ARR
126.45
MAC DILL AFB ATIS
133.825 270.1
TAMPA EXECUTIVE AWOS-3
121.125

ORLANDO TRANSITION (ORL.DADES2):

TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.
KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.
KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

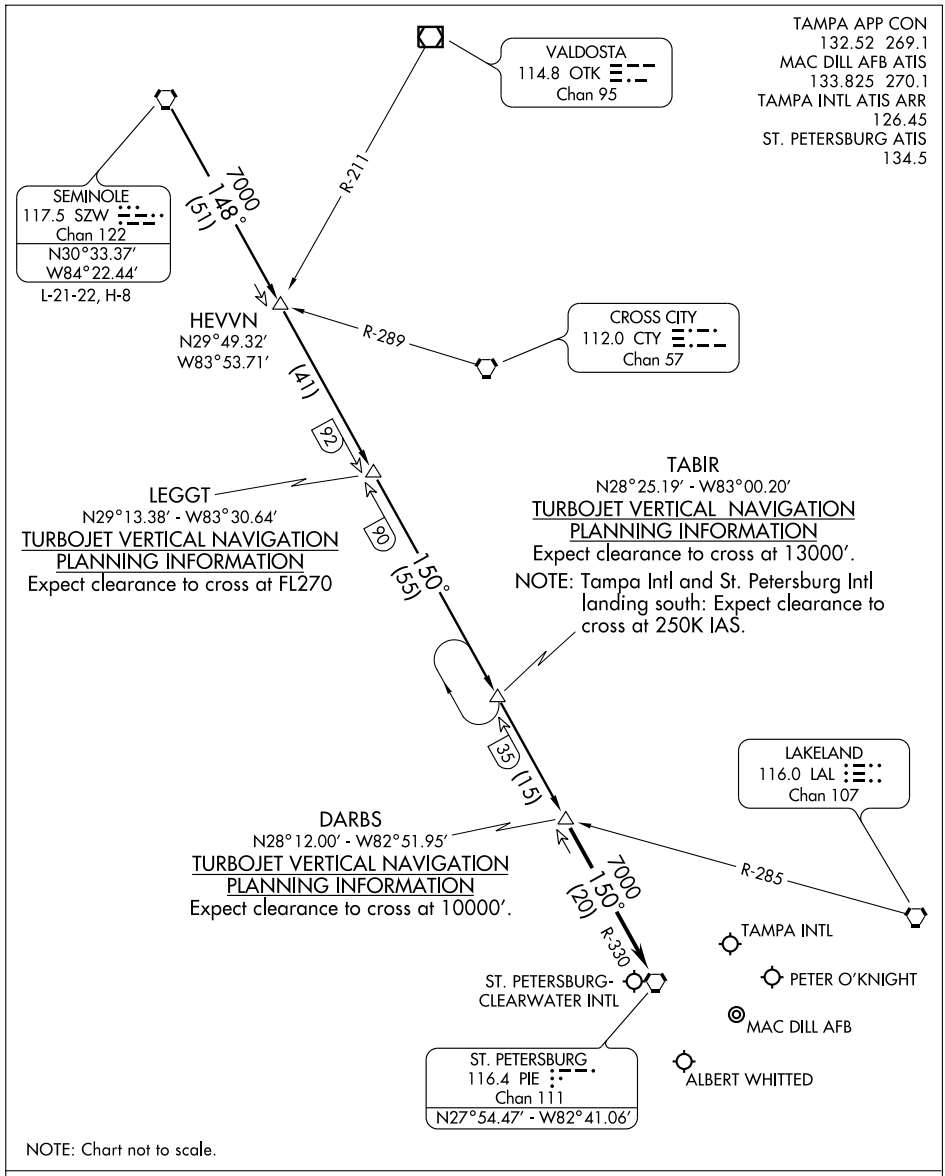
LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA

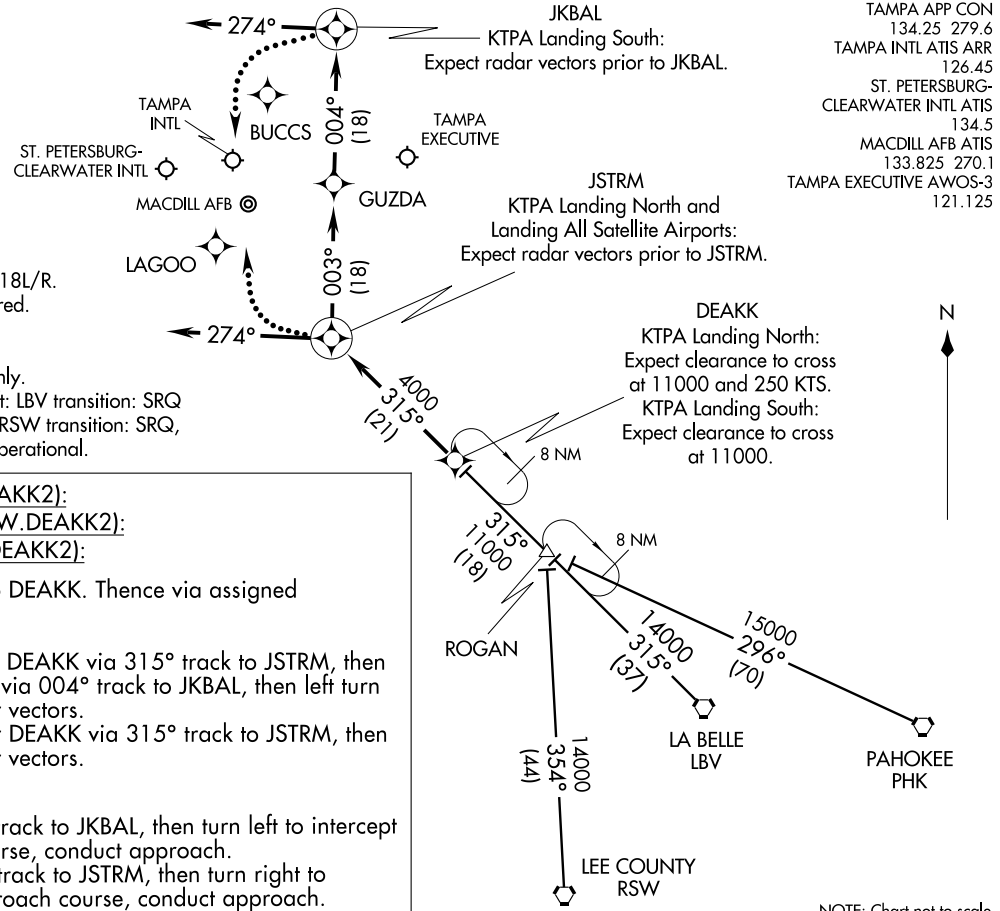


NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

SE-3, 03 JUN 2010 to 01 JUL 2010



NOTE: Primary landing Rwys 36L/R, 18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ, LAL, RSW, and LBV must be operational.

LA BELLE TRANSITION (LBV.DEAKK2):
LEE COUNTY TRANSITION (RSW.DEAKK2):
PAHOKEE TRANSITION (PHK.DEAKK2):

From ROGAN via 315° track to DEAKK. Thence via assigned runway transition.

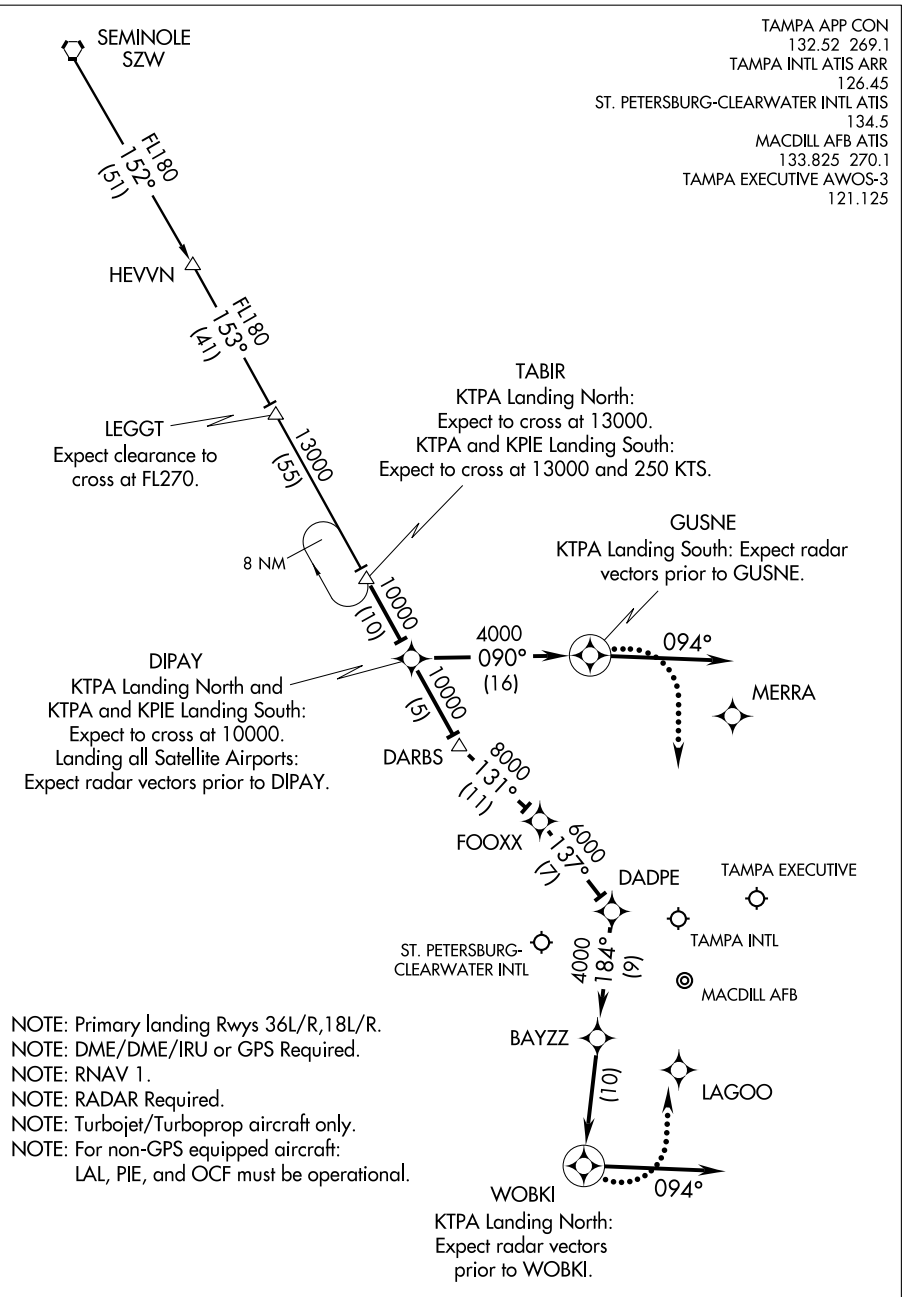
KTPA Landing South: From over DEAKK via 315° track to JSTRM, then via 003° track to GUZDA, then via 004° track to JKBAL, then left turn via 274° heading. Expect radar vectors.
KTPA Landing North: From over DEAKK via 315° track to JSTRM, then via 274° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

FOOXX TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft:
LAL, PIE, and OCF must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

FOOXX TWO ARRIVAL (RNAV)

SEMINOLE TRANSITION (SZW.FOOXX2):

From TABIR via 153° track to DIPAY, thence via assigned runway transition.
Landing South Rwy 18L/R: From over DIPAY via 090° track to GUSNE, then via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over DIPAY via 153° track to DARBS, then via 131° track to FOOXX, then via 137° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final appoach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-CWT	APP CRS	Rwy Idg	8720
108.7	353°	TDZE	10
		Apt Elev	11

ILS or LOC/DME RWY 35R

ST. PETERSBURG-CLEARWATER INTL(PIE)

T A DME from PIE VORTAC. Simultaneous reception of I-CWT and PIE DME Required. When local altimeter setting not received, use Tampa Intl altimeter setting and increase DA to 233 feet, increase all MDAs 40 feet, and S-LOC 35 Cat. C and E visibility ¼ mile.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via PIE VORTAC R-270 to LAFAL Int/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95

LOCALIZER 108.7 I-CWT

LAFAL INT PIE 8

ST. PETERSBURG 116.4 PIE Chan 111

MSA PIE 25 NM 2700

180± 210 213 208 R-270 090° 270° 529 221 210 195 140 163 191 2000 to SONES 172°(6.5) 281 660 649 SAWGA PIE 2.6 114± 353° 10 NM

(IAF) SONES PIE 6.5 372

R-201 173° 1 min 353° CURUG SRQ 23

2000 353° (6.1)

(IF) RONXI PIE 12.5

R-336

DME or RADAR REQUIRED

2000 NoPT 347° (18.2)

IAF SARASOTA 117.0 SRQ Chan 117 849

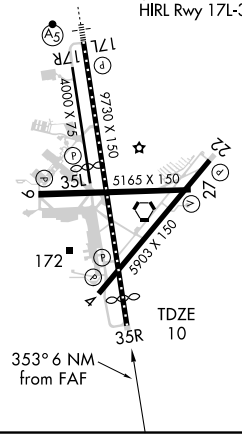
117.0 SRQ Chan 117

ALTERNATE MISSED APCH FIX

116.4 PIE Chan 111 156° CURUG SRQ 23 336° R-336 R-201 115.2 SRQ Chan 99

ELEV 11 D

TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L



600 2000 PIE R-270 116.4 LAFAL INT

SONES PIE 6.5 2000

One Minute Holding Pattern

SAWGA PIE 2.6 PIE 0.5 353° 720* *LOC Only 173° 353° 2000 2000 GS 3.00° TCH 55 VGSI and ILS glidepath not coincident.

2.1 3.9 NM

CATEGORY	A	B	C	D	E
S-ILS 35R	210-¾ 200 (200-¾)				
S-LOC 35R	380-1 370 (400-1)			380-1¼ 370 (400-1¼)	
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)	960-3 949 (1000-3)

SE-3. 03 JUN 2010 to 01 JUL 2010

LOC I-PIE	APP CRS	Rwy Idg	9180
109.1	175°	TDZE	7
		Apt Elev	11

ILS or LOC RWY 17L

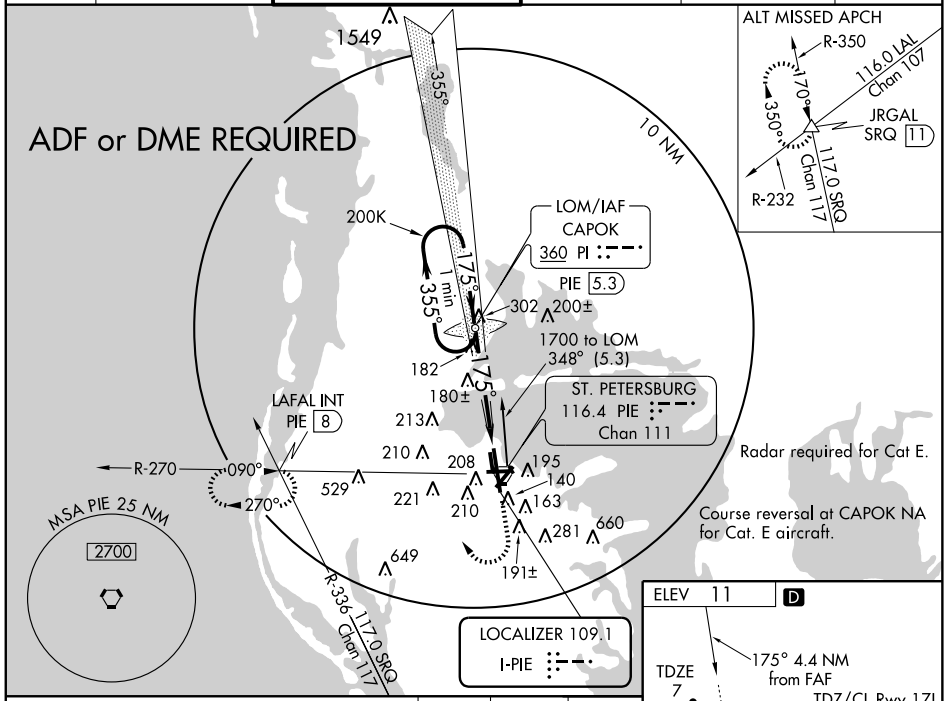
ST. PETERSBURG-CLEARWATER INTL (PIE)

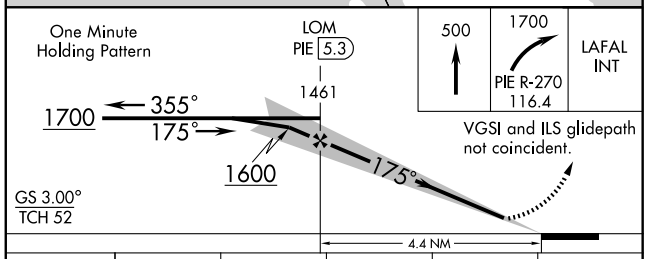
When local altimeter setting not received, use Tampa Intl altimeter setting and increase S-ILS 17L DA to 230 feet; increase all MDA 40 feet and S-LOC 17L Cat. E visibility to RVR 6000. For inoperative MALSR, increase S-ILS 17L Cat. E visibility to RVR 4000 and S-LOC 17L Cat. E visibility to 1½ mile. When using Tampa Intl atimeter setting, increase S-ILS 17L Cat E. visibility to RVR 4000 and S-LOC 17L Cat. E visibility to 1¾ mile. ADF or DME Required.

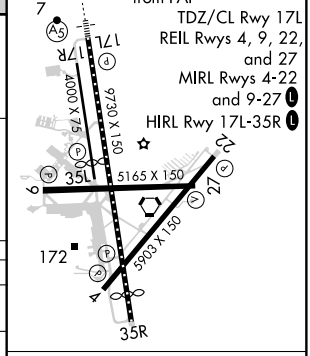
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 1700 via PIE VORTAC R-270 to LAFAL Int/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95







CATEGORY	A	B	C	D	E
S-ILS 17L	207/18	200 (200-½)			207/24 200 (200-½)
S-LOC 17L	440/24 433 (500-½)		440/40 433 (500-¾)	440/50 433 (500-1)	
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)	960-3 949 (1000-3)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SE-3. 03 JUN 2010 to 01 JUL 2010

LOC I-PIE	APP CRS	Rwy Idg	9180
109.1	175°	TDZE	7
		Apt Elev	11

ILS RWY 17L (CAT II)

ST. PETERSBURG-CLEARWATER INTL (PIE)

CAT II procedure does not meet ICAO standard for ALSF/TDZ/CL lighting systems. Authorization to conduct this approach requires specific OPSSPEC approval or LOA for this runway. ADF or DME Required.
CAT II S-ILS R17L NA when control tower closed.
CAT II S-ILS R17L NA when using Tampa Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 1700 via PIE VORTAC R-270 to LAFAL Int/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95

ADF or DME REQUIRED

1549 355° 10 NM

200K 1 min 175° 355°

LOM/IAF CAPOK 360 PI PIE 5.3

302 200± 182 180± 213 210 208 195 140 163 529 221 210 281 660 649 191±

1700 to LOM 348° (5.3)

ST. PETERSBURG 116.4 PIE Chan 111

LAFAL INT PIE 8

R-270 090° 270°

MSA PIE 25 NM 2700

R-336 117.0 SRQ Chan 117

LOCALIZER 109.1 I-PIE

ALT MISSED APCH

R-350 116.0 LAL Chan 107 170° 350° JRGAL SRQ 11 117.0 SRQ Chan 117 R-232

ELEV 11 D

TDZE 7 17L 17R 4000 X 75 9730 X 150 35L 5165 X 150 27 9 5 3903 X 150 172 35R

One Minute Holding Pattern

VGSI and ILS glidepath not coincident.

LOM PIE 5.3

1461

1700 355° 175° 1600 175°

DH RA 107 7 MSL

GS 3.00° TCH 52

4.2 NM 922' 1001'

500 1700 PIE R-270 116.4 LAFAL INT

CATEGORY	A	B	C	D
S-ILS 17L	RA 107/16 100 DA 107			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

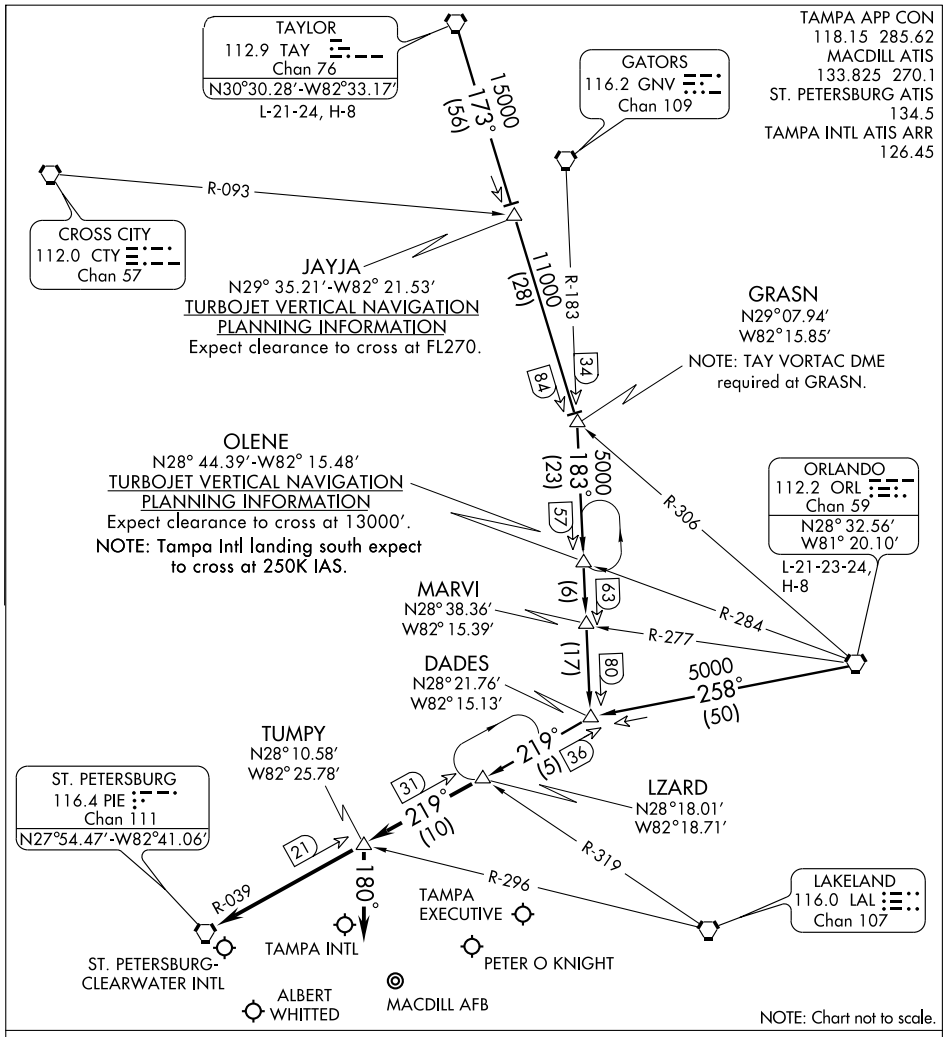
TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, and 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L

SE-3, 03 JUN 2010 to 01 JUL 2010

ST-416 (FAA)

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

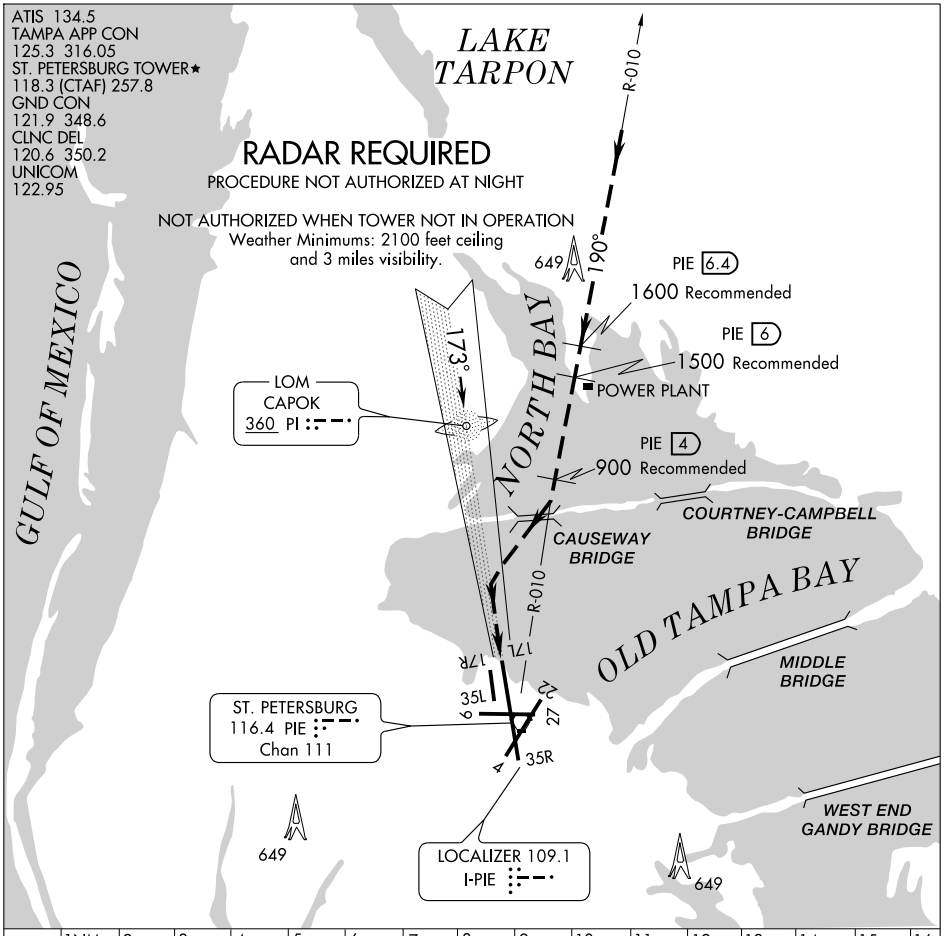
ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

NORTH BAY VISUAL RWY 17L

AL-625 (FAA)

ST. PETERSBURG-CLEARWATER INTL (PIE)
ST. PETERSBURG-CLEARWATER, FLORIDA



NORTH BAY VISUAL APPROACH

When cleared for a NORTH BAY VISUAL APPROACH, aircraft will proceed visually from over the power plant (PIE R-010 6 DME fix) heading 190° direct to the causeway bridge, then turn right to intercept the final approach course to Rwy 17L.

APP CRS	Rwy Idg	N/A
195°	TDZE	N/A
	Apt Elev	11

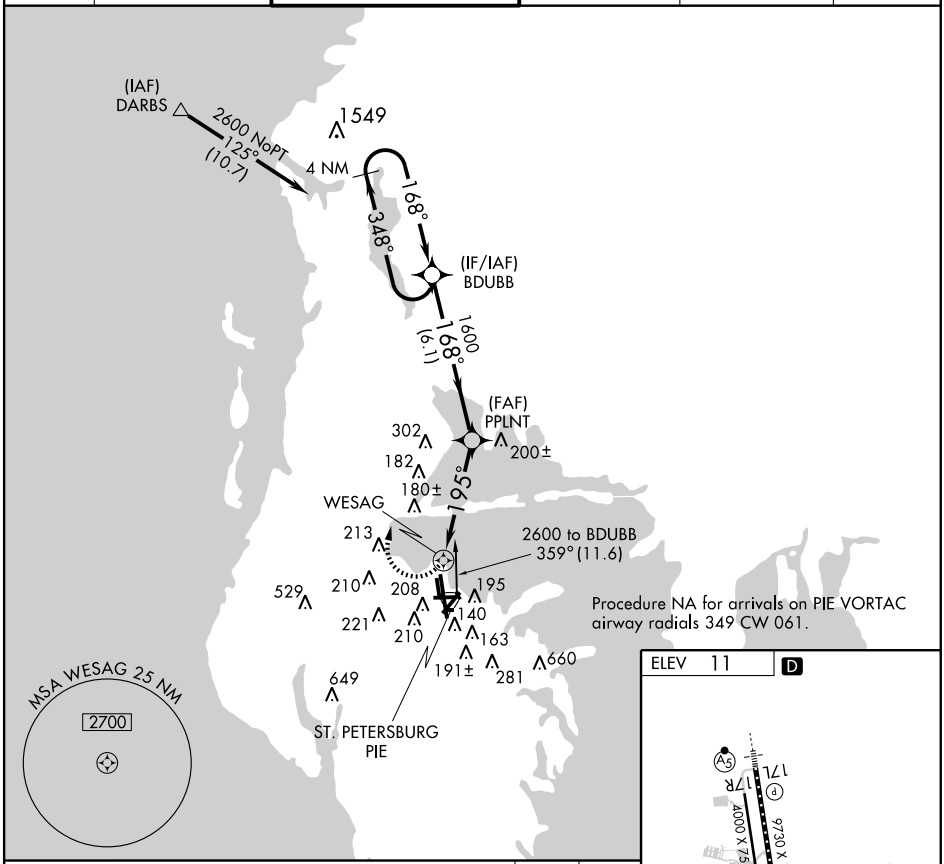
RNAV (GPS)-A

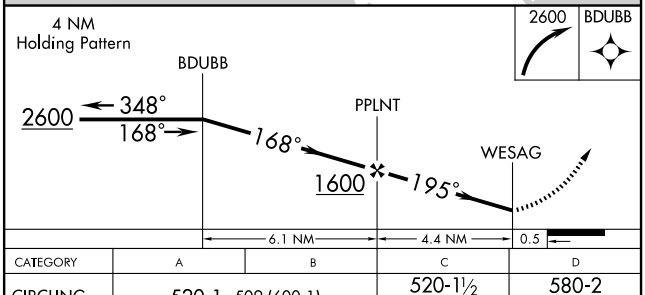
ST. PETERSBURG-CLEARWATER INTL (PIE)

When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 40 feet.
DME/DME RNP-0.3 NA.

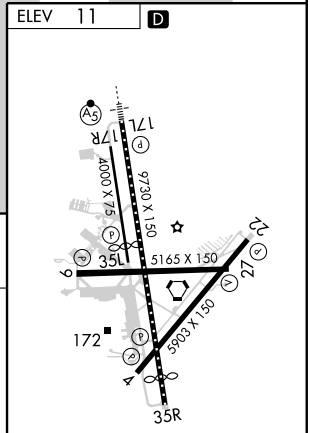
MISSED APPROACH: Climbing right turn to 2600 direct BDUBB and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95





CATEGORY	A	B	C	D
CIRCLING	520-1	509 (600-1)	520-1½ 509 (600-1½)	580-2 569 (600-2)



TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, and 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS Chan **50126** **W17A**	APP CRS **173°**	Rwy Idg **9180** TDZE **7** Apt Elev **11**

RNAV (GPS) RWY 17L

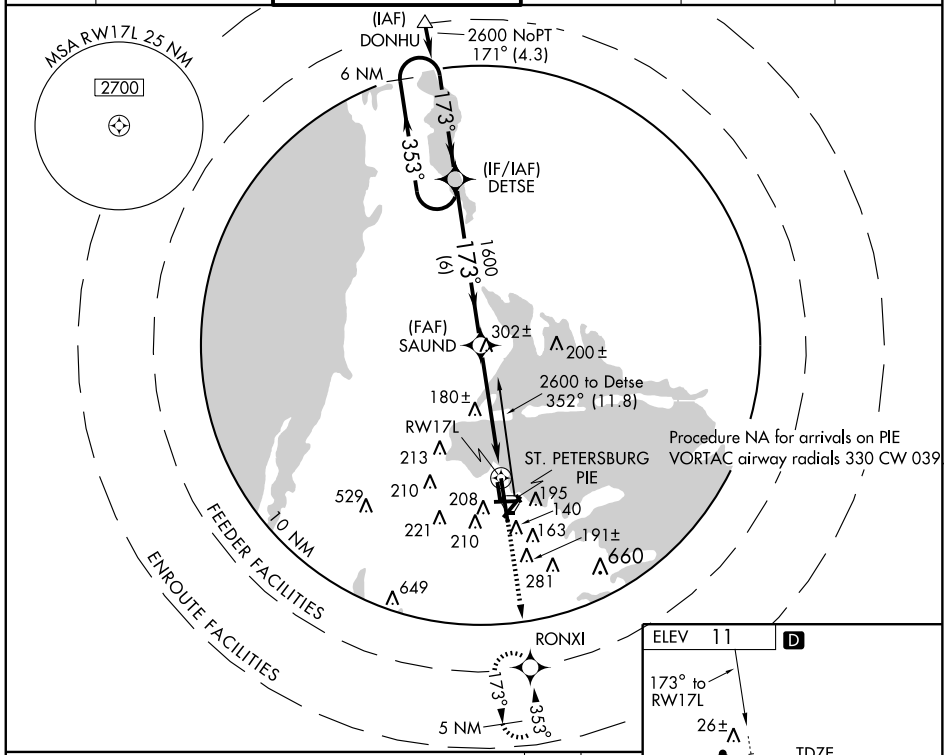
ST. PETERSBURG-CLEARWATER INTL (PIE)

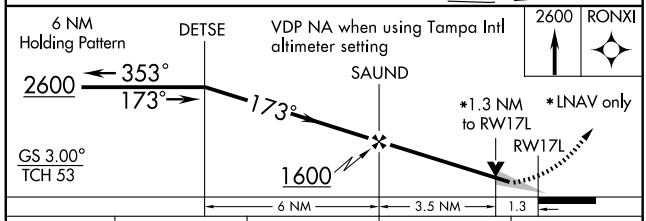
When local altimeter setting not received, use Tampa Intl altimeter setting: increase LPV DA to 281 feet; increase LNAV/VNAV DA to 300 feet; increase all MDAs 40 feet. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat D to RVR 5000.

MALSR

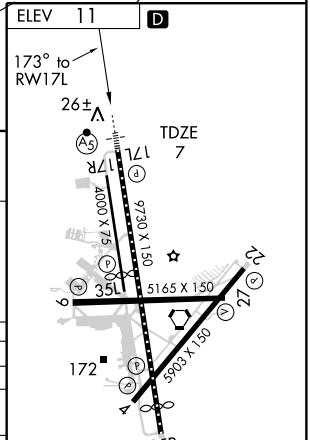
MISSED APPROACH: Climb to 2600 direct RONXI WP and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95





CATEGORY	A	B	C	D
LPV DA	257/24 250 (300-½)			
LNAV/VNAV DA	276/24 269 (300-½)			276/40 269 (300-¾)
LNAV MDA	480/24 473 (500-½)		480/40 473 (500-¾)	480/50 473 (500-1)
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)



TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, and 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 56226 W35A	APP CRS 353°	Rwy ldg 8720	TDZE 10	Apt Elev 11

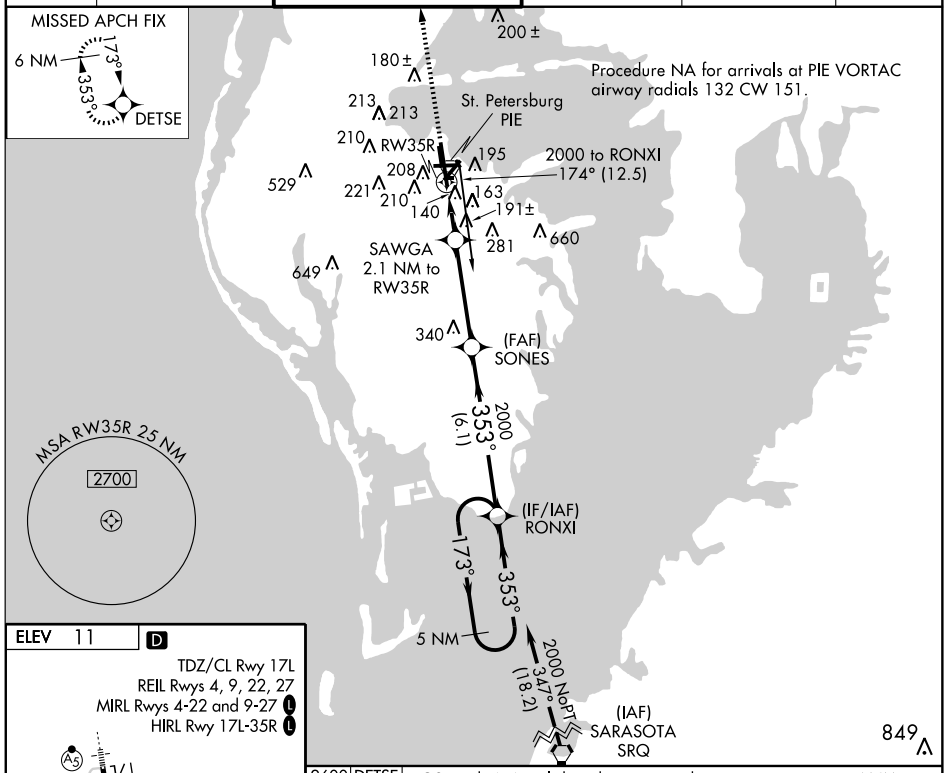
RNAV (GPS) RWY 35R

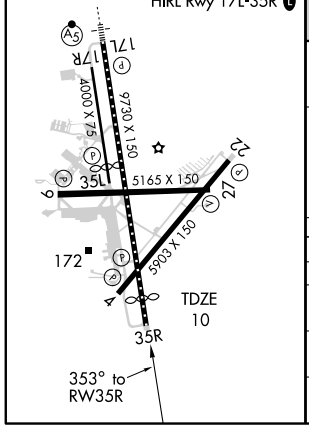
ST. PETERSBURG-CLEARWATER INTL (PIE)

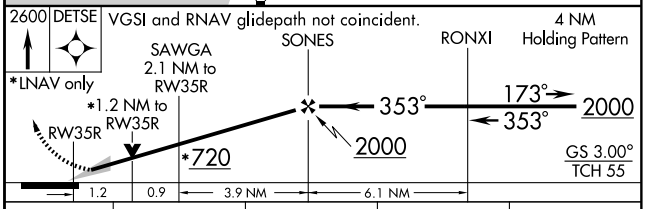
T A When local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 233 feet, LNAV/VNAV DA to 471; increase all MDAs 40 feet. VDP and Baro-VNAV NA when using Tampa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2600 direct DETSE and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95







CATEGORY	A	B	C	D
LPV DA	210-¾ 200 (200-¾)			
LNAV/VNAV DA	448-1½ 438 (500-1½)			
LNAV MDA	460-1 450 (500-1)		460-1¼ 450 (500-1¼)	460-1½ 450 (500-1½)
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

ST. PETE THREE DEPARTURE

ST. PETERSBURG-CLEARWATER INTL (PIE)
ST. PETERSBURG-CLEARWATER, FLORIDA

ATIS 134.5
TAMPA DEP CON
125.3 316.05
ST. PETERSBURG TOWER ★
118.3 (CTAF) 257.8
GND CON
121.9 348.6

SEMINOLE
117.5 SZW
Chan 122
N30°33.37'-W84°22.44'
L-21-22, H-8

TAYLOR
112.9 TAY
Chan 76
N30°30.28'-W82°33.18'
L-21-24, H-8

CROSS CITY
112.0 CTY
Chan 57
N29°35.94'-W83°02.92'
L-21-24, H-8

GATORS
116.2 GNV
Chan 109
N29°41.53'-W82°16.38'
L-21-24, H-8

OCALA
113.7 OCF
Chan 84
N29°10.65'-W82°13.58'
L-21-24

ORLANDO
112.2 ORL
Chan 59
N28°32.56'-W81°20.10'
L-21-23-24, H-8

PIE R-010

PIE 1.5
353°
030° (Turbojets)

COVIA
▲ N27°56.18'
W84°44.16'

LAKELAND
116.0 LAL
Chan 107
N27°59.17'-W82°00.83'
L-21-24, H-8

PIE 3.5
173°
200°

ST. PETERSBURG
116.4 PIE
Chan 111
N27°54.47'-W82°41.06'
L-21-24, H-8

PAHOKEE
115.4 PHK
Chan 101
N26°46.96'-W80°41.49'
L-23, H-8

SARASOTA
117.0 SRQ
Chan 117
N27°24.42'-W82°33.82'
L-23, H-8

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79'-W81°46.55'
L-21-23, H-8

NOTE: DME Required.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
RWY 17L, 35R, Standard.

SE-3, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb heading 173° until PIE VORTAC 3.5 DME, then turn right heading 200° or as assigned. Expect radar vectors to filed/assigned route, thence...

TAKE-OFF RWY 35R: TURBOJETS climb heading 353° until PIE VORTAC 1.5 DME, then turn right heading 030° to intercept and fly outbound on the PIE R-010, thence...

ALL OTHERS fly heading 353° or as assigned. Expect radar vectors to filed/assigned route. Thence...

Maintain 1600, expect further clearance to filed altitude 10 minutes after departure.

(CONTINUED ON NEXT PAGE)

ST. PETE THREE DEPARTURE

TAKE-OFF OBSTACLES NOTES:

NOTE: RWY 17L, Bldg 689′ from DER, 418′ right of centerline, 35′ AGL/44′ MSL. Bldg 833′ from DER, 439′ right of centerline, 35′ AGL/44′ MSL. Signs beginning 909′ from DER, 98′ right of centerline, up to 49′ AGL/58′ MSL. Poles beginning 970′ from DER, 114′ right of centerline, up to 49′ AGL/58′ MSL. Sign 1,336′ from DER, 198′ left of centerline, 44′ AGL/53′ MSL. Tree 2,100′ from DER, 996′ right of centerline, 96′ AGL/105′ MSL. Ant on hopper 2583′ from DER, 801′ right of centerline, 80′ AGL/ 89′ MSL. Bldg 833′ from DER, 439′ right of centerline, 35′ AGL/44′ MSL. Signs beginning 909′ from DER, 98′ right of centerline, up to 49′ AGL/58′ MSL. Poles beginning 970′ from DER, 114′ right centerline, up to 49′ AGL/58′ MSL. Poles beginning 1,015′ from DER, 103′ left of centerline, up to 38′ AGL/47′ MSL. Sign 1,336′ from DER, 196′ left of centerline, 44 AGL/53′ MSL. Tree 2,100′ from DER, 996′ right of centerline, 96′ AGL/105′ MSL. ANT on hopper 2583′ from DER, 801′ right of centerline, 80′ AGL/89′ MSL.

NOTE: RWY 22, Trees 1,007′ from DER, 109′ left of centerline, up to 65′ AGL/74′ MSL. Tree 1,629′ from DER, 88" right of centerline, 61′ AGL/70′ MSL. Tower 5,591′ from DER, 266′ right of centerline, 153′ AGL/168′ MSL.

NOTE: RWY 27, Poles beginning 188′ from DER, 136′ right of centerline, up to 66′ AGL/75′ MSL. Hangar lights 552′ from DER, 450′ right of centerline, 25′ AGL/34′ MSL. Poles beginning 605′ from DER, 179′ left of centerline, up to 40′ AGL/49′ MSL. Trees beginning 1,540′ from DER, 224′ left of centerline, up 57′ AGL/66′ MSL. ANT on tank 2,188′ from DER, 712′ left of centerline, 71′ AGL/80′ MSL.

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC PIE 116.4 Chan 111	APP CRS 166°	Rwy Idg 9180 TDZE 8 Apt Elev 11

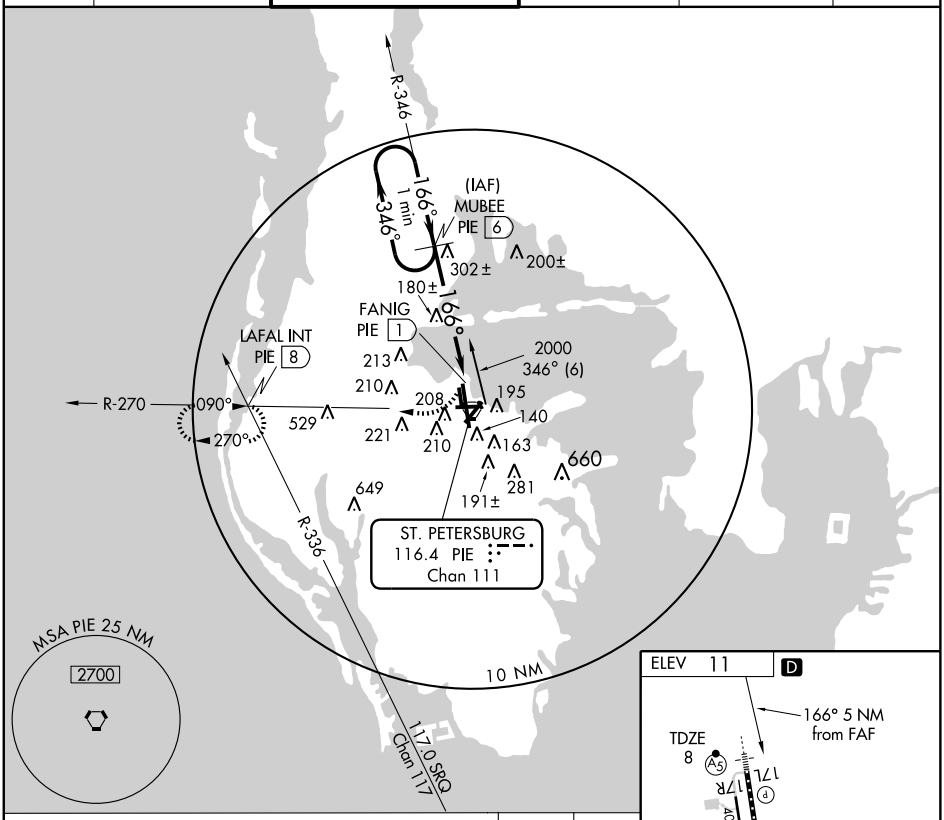
VOR/DME RWY 17L

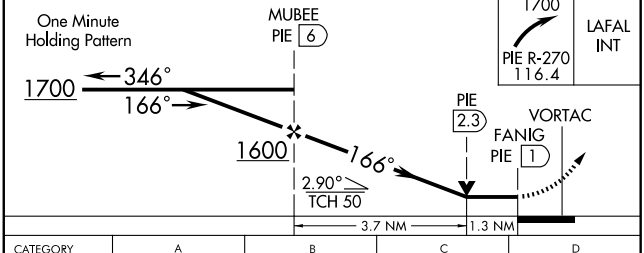
ST. PETERSBURG-CLEARWATER INTL (PIE)

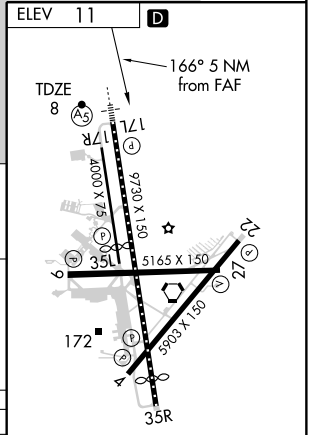
MALSR

MISSED APPROACH: Climbing right turn to 1700 via PIE R-270 to LAFAL Int/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95







CATEGORY	A	B	C	D
S-17L	480/24	472 (500-½)	480/40 472 (500-¾)	480/50 472 (500-1)
CIRCLING	520-1	509 (600-1)	520-1½ 509 (600-1½)	580-2 569 (600-2)

TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, and 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L

SE-3, 03 JUN 2010 to 01 JUL 2010

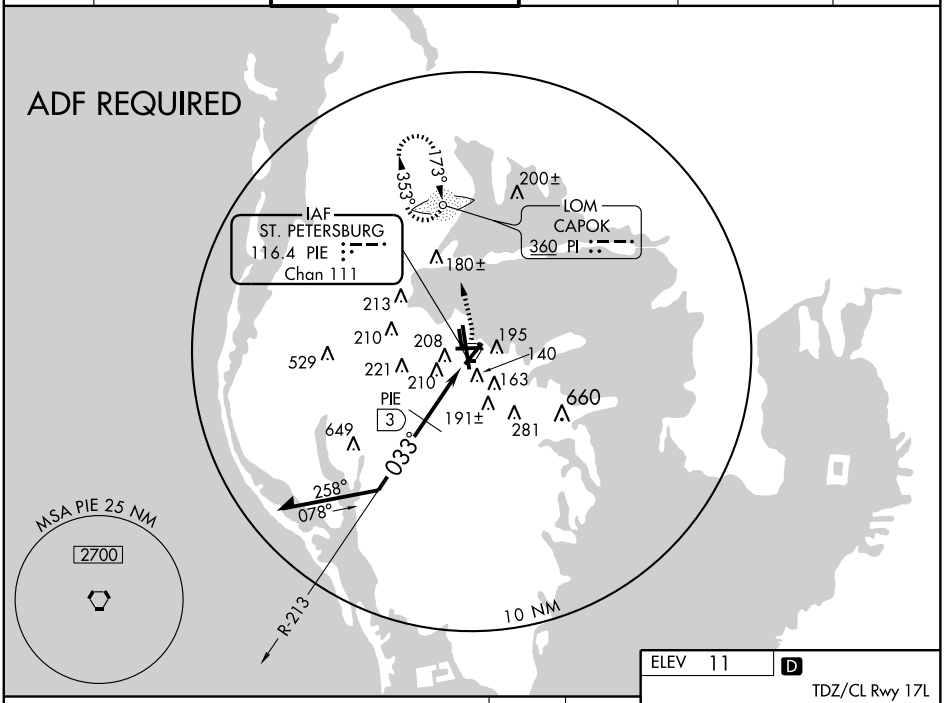
VORTAC PIE	APP CRS	Rwy Idg	5903
116.4	033°	TDZE	11
Chan 111		Apt Elev	11

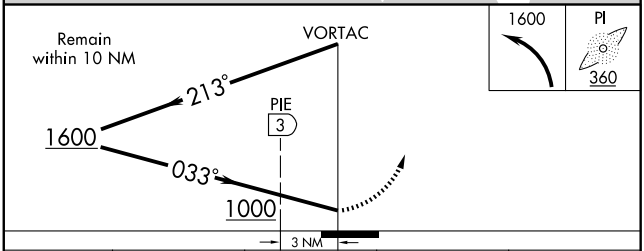
VOR RWY 4

ST. PETERSBURG-CLEARWATER INTL (PIE)

MISSED APPROACH: Climbing left turn to 1600 direct CAPOK LOM and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95

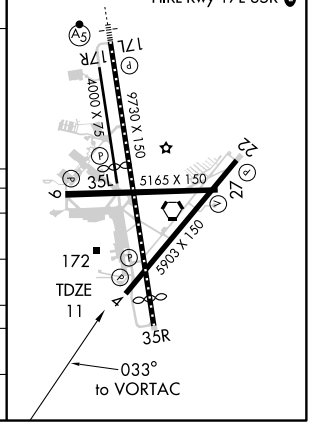




CATEGORY	A	B	C	D
S-4	1000-1¼ 989 (1000-1¼)	1000-1½ 989 (1000-1½)	1000-3 989 (1000-3)	
CIRCLING	1000-1¼ 989 (1000-1¼)	1000-1½ 989 (1000-1½)	1000-3 989 (1000-3)	
DME MINIMUMS				
S-4	460-1 449 (500-1)		460-1¼ 449 (500-1¼)	460-1½ 449 (500-1½)
CIRCLING	520-1 509 (600-1)		520-1½ 509 (600-1½)	580-2 569 (600-2)

ELEV 11 D

TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, 27
MIRL Rwys 4-22 and 9-27 L
HIRL Rwy 17L-35R L



SE-3, 03 JUN 2010 to 01 JUL 2010

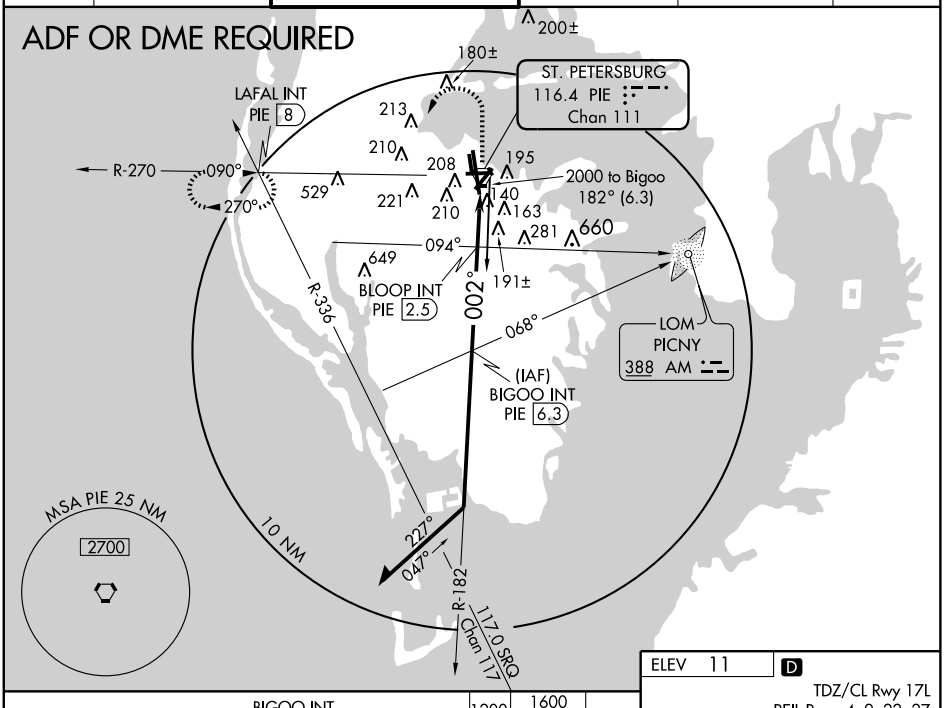
VORTAC PIE	APP CRS	Rwy Idg	8720
116.4	002°	TDZE	11
Chan 111		Apt Elev	11

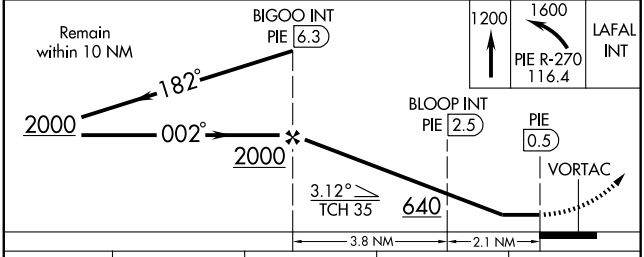
VOR RWY 35R

ST. PETERSBURG-CLEARWATER INTL (PIE)

MISSED APPROACH: Climb to 1200 then climbing left turn to 1600 via PIE R-270 to LAFAL Int/PIE 8 DME and hold.

ATIS	TAMPA APP CON	ST. PETERSBURG TOWER★	GND CON	CLNC DEL	UNICOM
134.5	125.3 316.05	118.3 (CTAF) L 257.8	121.9 348.6	120.6 350.2	122.95

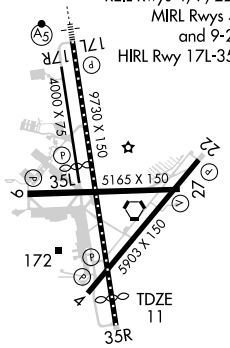




CATEGORY	A	B	C	D
S-35R	640-1	629 (700-1)	640-1¾ 629 (700-1¾)	640-2 629 (700-2)
CIRCLING	640-1	629 (700-1)	640-1¾ 629 (700-1¾)	640-2 629 (700-2)
BLOOP INT/DME MINIMUMS				
S-35R	460-1	449 (500-1)	460-1¼ 449 (500-1¼)	460-1½ 449 (500-1½)
CIRCLING	520-1	509 (600-1)	520-1½ 509 (600-1½)	580-2 569 (600-2)

ELEV 11 D

TDZ/CL Rwy 17L
REIL Rwys 4, 9, 22, 27
MIRL Rwys 4-22
and 9-27 L
HIRL Rwy 17L-35R L



002° 5.9 NM from FAF

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

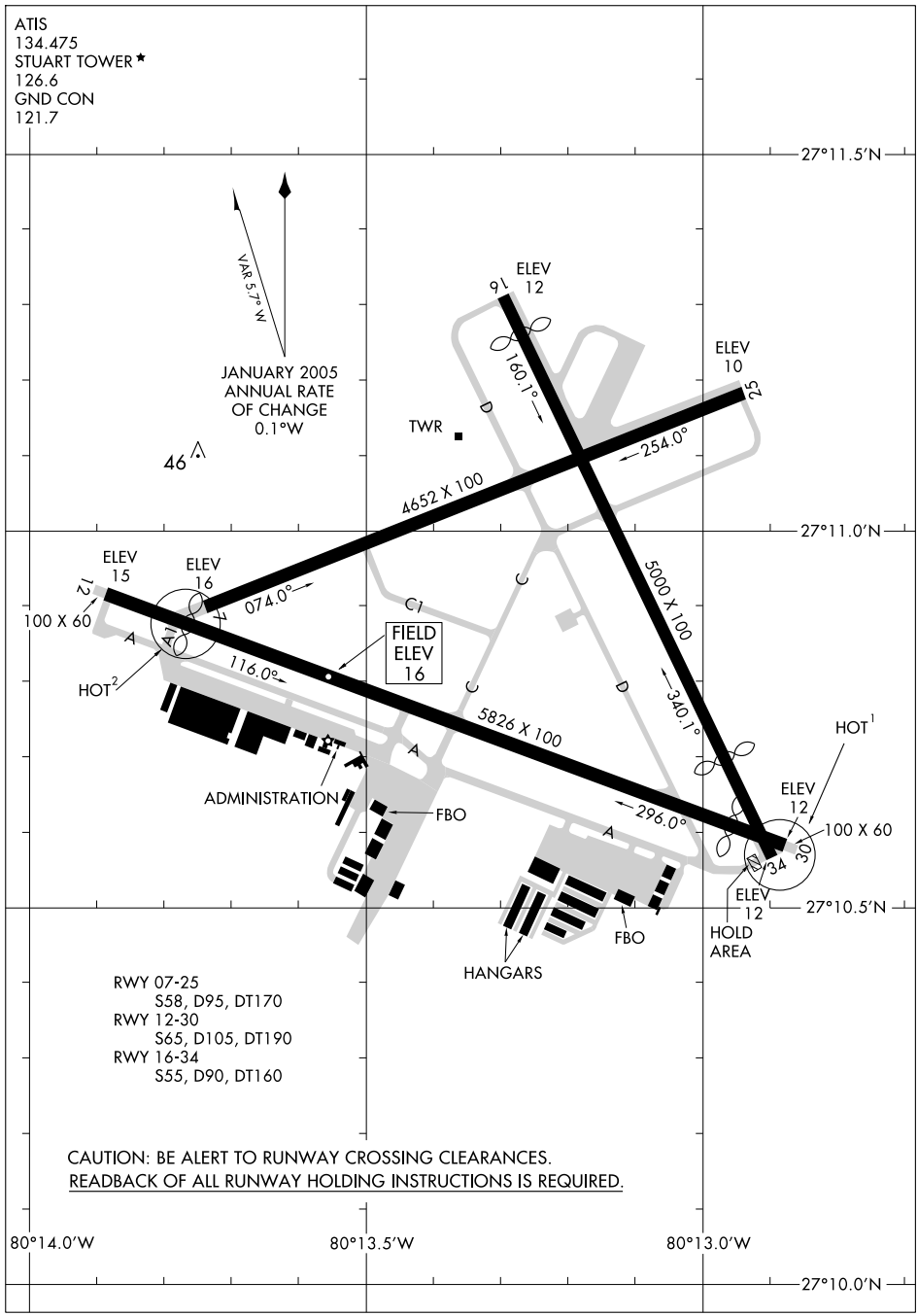
SE-3, 03 JUN 2010 to 01 JUL 2010

09239

AIRPORT DIAGRAM

AL-9217 (FAA)

STUART/WITHAM FIELD (SUA)
STUART, FLORIDA

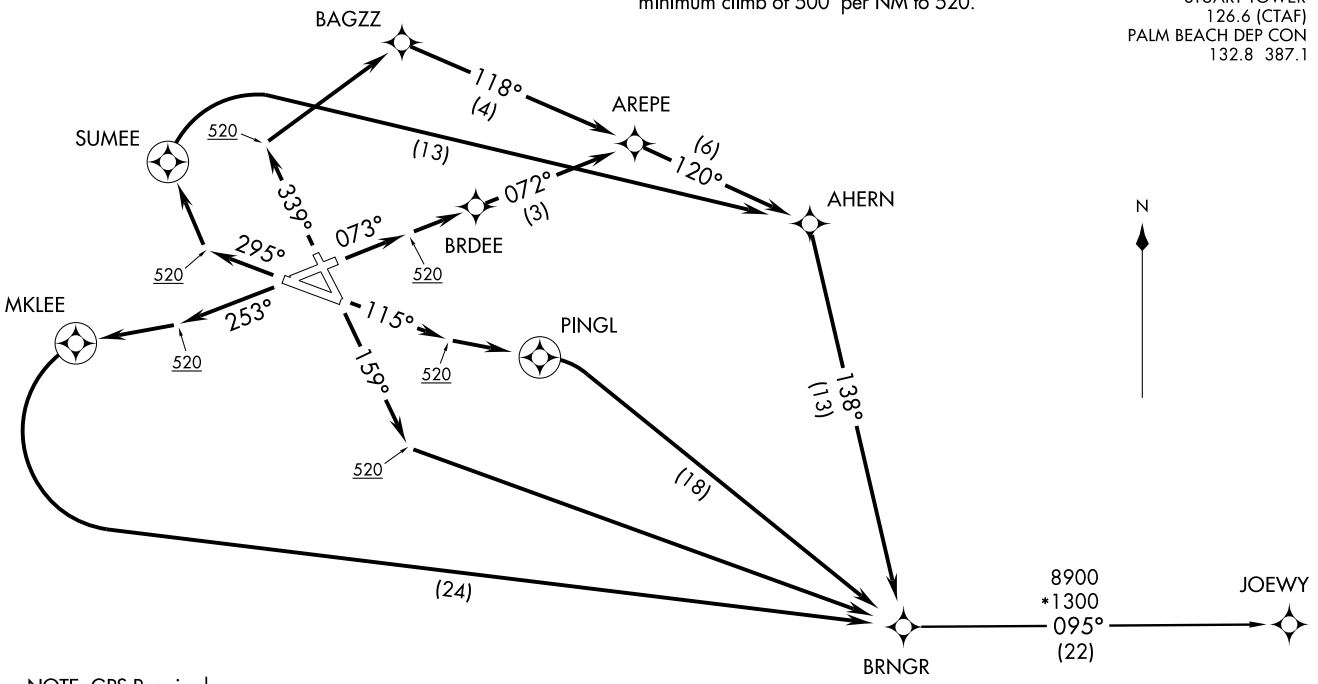


SE-3, 03 JUN 2010 to 01 JUL 2010

BRNGR ONE DEPARTURE (RNAV)

ATIS 134.475
GND CON 121.7
STUART TOWER ★ 126.6 (CTAF)
PALM BEACH DEP CON 132.8 387.1

TAKEOFF MINIMUMS:
Rwys 7, 12, 16, 25, 30, 34: Standard with minimum climb of 500' per NM to 520.



NOTE: GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: For Turbojet/Turboprop aircraft only.
NOTE: Transponder code will be issued via SUA ground control or PBI APP CON when tower closed.

NOTE: Chart not to scale.

BRNGR ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 7: Climb heading 073° to 520, then direct BRDEE, then via depicted route to BRNGR. Thence....

TAKEOFF RWY 12: Climb heading 115° to 520, then left turn direct PINGL, then right turn direct BRNGR. Thence....

TAKEOFF RWY 16: Climb heading 159° to 520, then left turn direct BRNGR. Thence....

TAKEOFF RWY 25: Climb heading 253° to 520, then right turn direct MKLEE, then left turn direct BRNGR. Thence....

TAKEOFF RWY 30: Climb heading 295° to 520, then right turn direct SUMEE, then right turn direct AHERN, then via depicted route to BRNGR. Thence....

TAKEOFF RWY 34: Climb heading 339° to 520, then right turn direct BAGZZ, then via depicted route to BRNGR. Thence....

....via JOEWY transition, maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

JOEWY TRANSITION (BRNGR1.JOEWY):

TAKEOFF OBSTACLE NOTES:

Rwy 7: Trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL.
Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL.
Rwy 12: Pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL.
Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL.
Rwy 16: Trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL.
Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL.
Rwy 25: Storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL.
Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL.
Rwy 30: Trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL.
Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL.
Rwy 34: Trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL.
Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 70516 W12A	APP CRS 116°	Rwy Idg 5178 TDZE 16 Apt Elev 16

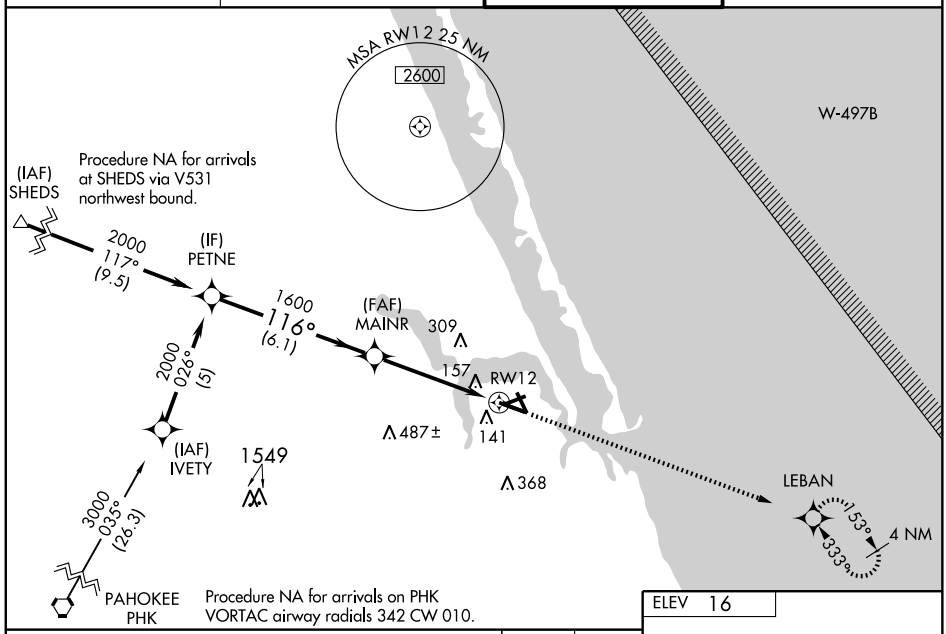
RNAV (GPS) RWY 12

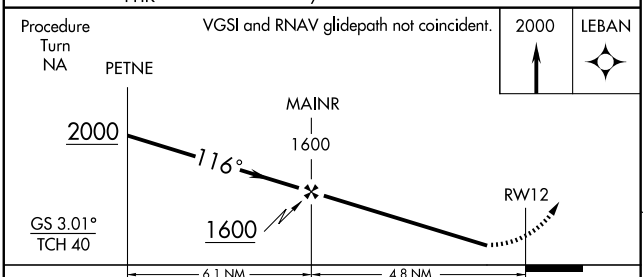
STUART/ WITHAM FIELD (SUA)

Baro-VNAV NA when using Palm Beach Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DA 71 feet and all MDA 80 feet and increase LPV and LNAV/VNAV all Cats and LNAV Cat D visibility ¼ mile.

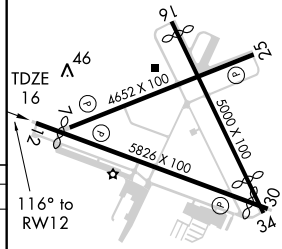
MISSED APPROACH: Climb to 2000 direct LEBAN and hold

ATIS	PALM BEACH APP CON	STUART TOWER ★	GND CON
134.475	132.8 387.1	126.6 (CTAF) L	121.7





CATEGORY	A	B	C	D
LPV DA	288-1 272 (300-1)			
LNAV/VNAV DA	460-1½ 444 (500-1½)			
LNAV MDA	420-1 404 (500-1)		420-1¼ 404 (500-1¼)	
CIRCLING	460-1 444 (500-1)	480-1 464 (500-1)	480-1½ 464 (500-1½)	580-2 564 (600-2)



REIL Rwys 12 and 30 L
MIRL Rwys 12-30 and 7-25 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS CH 77716 W30A	APP CRS 296°	Rwy Idg 5366 TDZE 16 Apt Elev 16

RNAV (GPS) RWY 30

STUART/ WITHAM FIELD (SUA)

Baro-VNAV NA when using Palm Beach Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DA 71 feet all MDA 80 feet and increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct PETNE and hold.

ATIS	PALM BEACH APP CON	STUART TOWER ★	GND CON
134.475	132.8 387.1	126.6 (CTAF) L	121.7

Procedure NA for arrivals at STOOP via V295 northwest bound.

W-497B

STOOP 3000 122° (8.3)

PETNE 116° 296° 4 NM

309 157 141 487± 106± 368

RW30

(IAF) BERBE

2000 206° (5)

(FAF) AROSS

1600 296° (6.1)

(IF) LEBAN

2000 026° (5)

(IAF) MONAD

3000 010° (21.3)

1549

MSA RW30 25 NM 2600

1038

PALM BEACH PBI

Procedure NA for arrivals on PBI VORTAC airway radials 327 CW 057.

ELEV 16

16 25 12 30 34 46

4652 X 100 5000 X 100 5826 X 100

TDZE 16

296° to RW30

REIL Rwys 12 and 30 L
MIRL Rwys 12-30 and 7-25 L

2000 PETNE

VGSI and RNAV glidepath not coincident.

LEBAN 2000 296° 1600 AROSS 1600 RW30 GS 3.00° TCH 40 1600

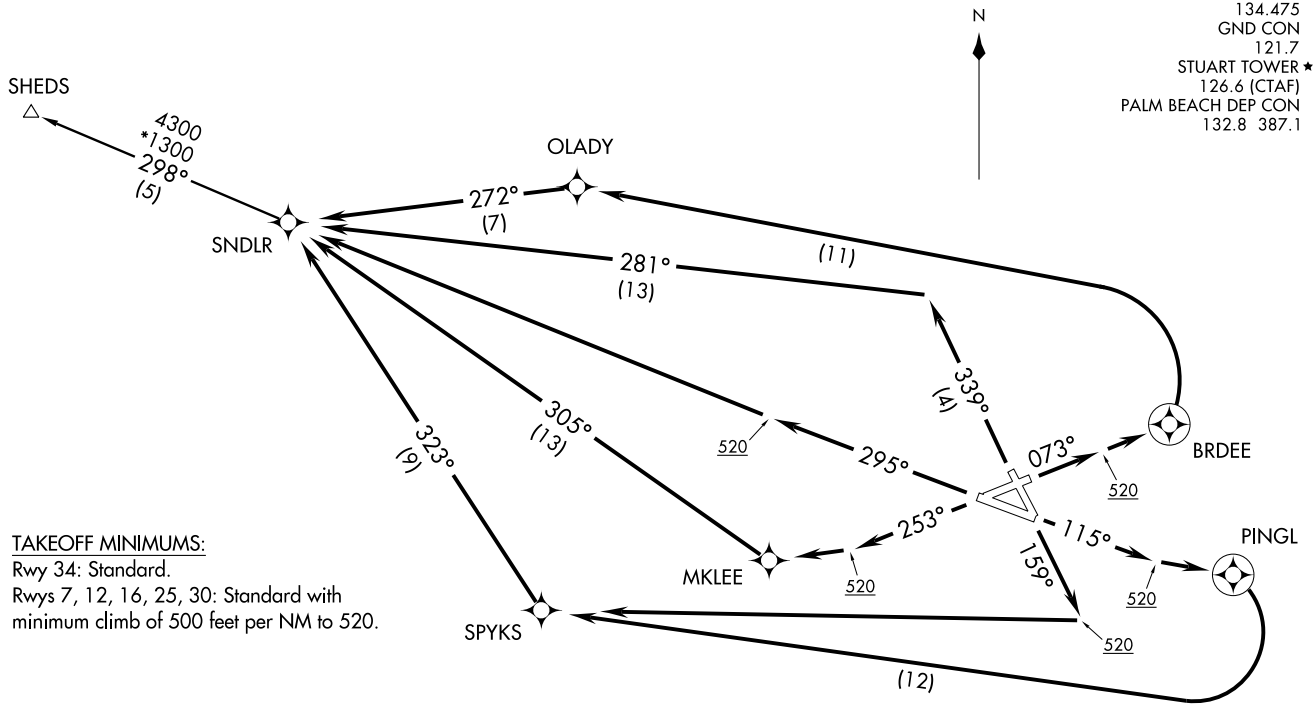
Procedure Turn NA

4.8 NM 6.1 NM

CATEGORY	A	B	C	D
LPV DA	266-1 250 (300-1)			
LNAV/VNAV DA	376-1¼ 360 (400-1¼)			
LNAV MDA	360-1 344 (400-1)			360-1¼ 344 (400-1¼)
CIRCLING	460-1 444 (500-1)	480-1 464 (500-1)	480-1½ 464 (500-1½)	580-2 564 (600-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

SNDLR ONE DEPARTURE (RNAV)



TAKEOFF MINIMUMS:
Rwy 34: Standard.
Rwys 7, 12, 16, 25, 30: Standard with minimum climb of 500 feet per NM to 520.

NOTE: GPS Required.
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: For Turbojet/Turboprop aircraft only.
NOTE: Transponder code will be issued via SUA ground control or PBI APP CON when tower closed.

NOTE: Chart not to scale.

SNDLR ONE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 7: Climb heading 073° to 520, then direct BRDEE, then left turn direct OLADY, then via depicted route to SNDLR. Thence....

TAKEOFF RWY 12: Climb heading 115° to 520, then left turn direct PINGL, then right turn direct SPYKS, then via depicted route to SNDLR. Thence....

TAKEOFF RWY 16: Climb heading 159° to 520, then right turn direct SPYKS, then via depicted route to SNDLR. Thence....

TAKEOFF RWY 25: Climb heading 253° to 520, then right turn direct MKLEE, then via depicted route to SNDLR. Thence....

TAKEOFF RUNWAY 30: Climb heading 295° to 520, then direct SNDLR. Thence....

TAKEOFF RUNWAY 34: Climb heading 339° to intercept the 281° course to SNDLR. Thence....

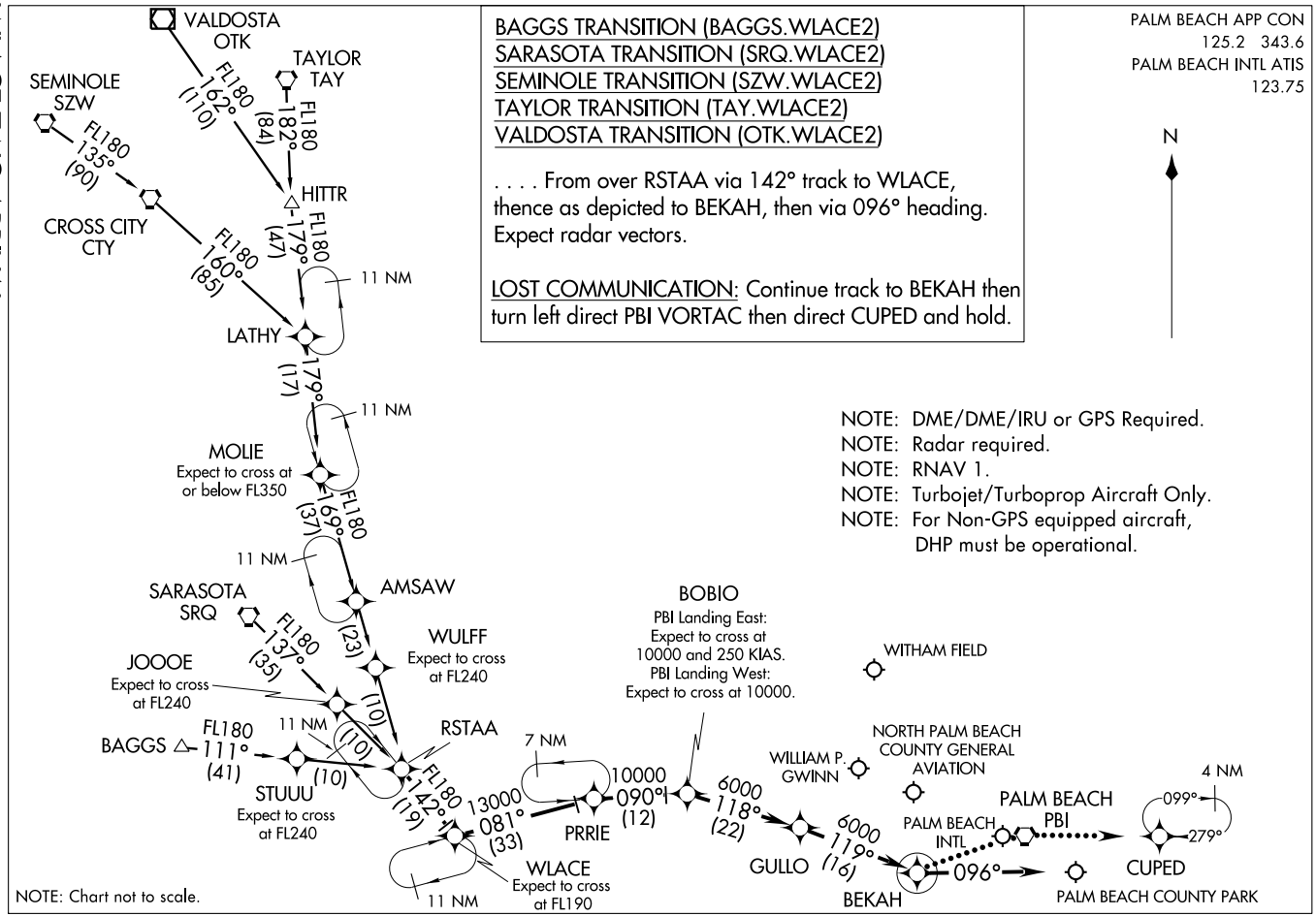
....via SHEDS transition, maintain 3000 or as assigned by ATC. Expect clearance to filed altitude/flight level ten minutes after departure.

SHEDS TRANSITION (SNDLR1.SHEDS):

TAKEOFF OBSTACLE NOTES:

Rwy 7: Trees beginning 75' from DER, 289' left of centerline, up to 100' AGL/114' MSL.
Trees beginning 268' from DER, 287' right of centerline, up to 100' AGL/109' MSL.
Rwy 12: Pole and trees beginning 35' from DER, 55' left of centerline, up to 59' AGL/73' MSL.
Trees beginning 763' from DER, 45' right of centerline, up to 67' AGL/81' MSL.
Rwy 16: Trees beginning 627' from DER, 42' left of centerline, up to 46' AGL/60' MSL.
Trees beginning 70' from DER, 202' right of centerline, up to 92' AGL/106' MSL.
Rwy 25: Storage racks and trees beginning 176' from DER, 17' left of centerline, up to 36' AGL/55' MSL.
Trees beginning 123' from DER, 316' right of centerline, up to 55' AGL/79' MSL.
Rwy 30: Trees beginning 155' from DER, 47' left of centerline, up to 72' AGL/86' MSL.
Poles and trees beginning 5' from DER, 28' right of centerline, up to 64' AGL/78' MSL.
Rwy 34: Trees beginning 362' from DER, 473' left of centerline, up to 100' AGL/109' MSL.
Trees beginning 281' from DER, 385' right of centerline, up to 100' AGL/109' MSL.

SE-3, 03 JUN 2010 to 01 JUL 2010



(WLACE.WLACE2) 10098

WLACE TWO ARRIVAL (RNAV)

ST-449 (FAA)

WEST PALM BEACH, FLORIDA

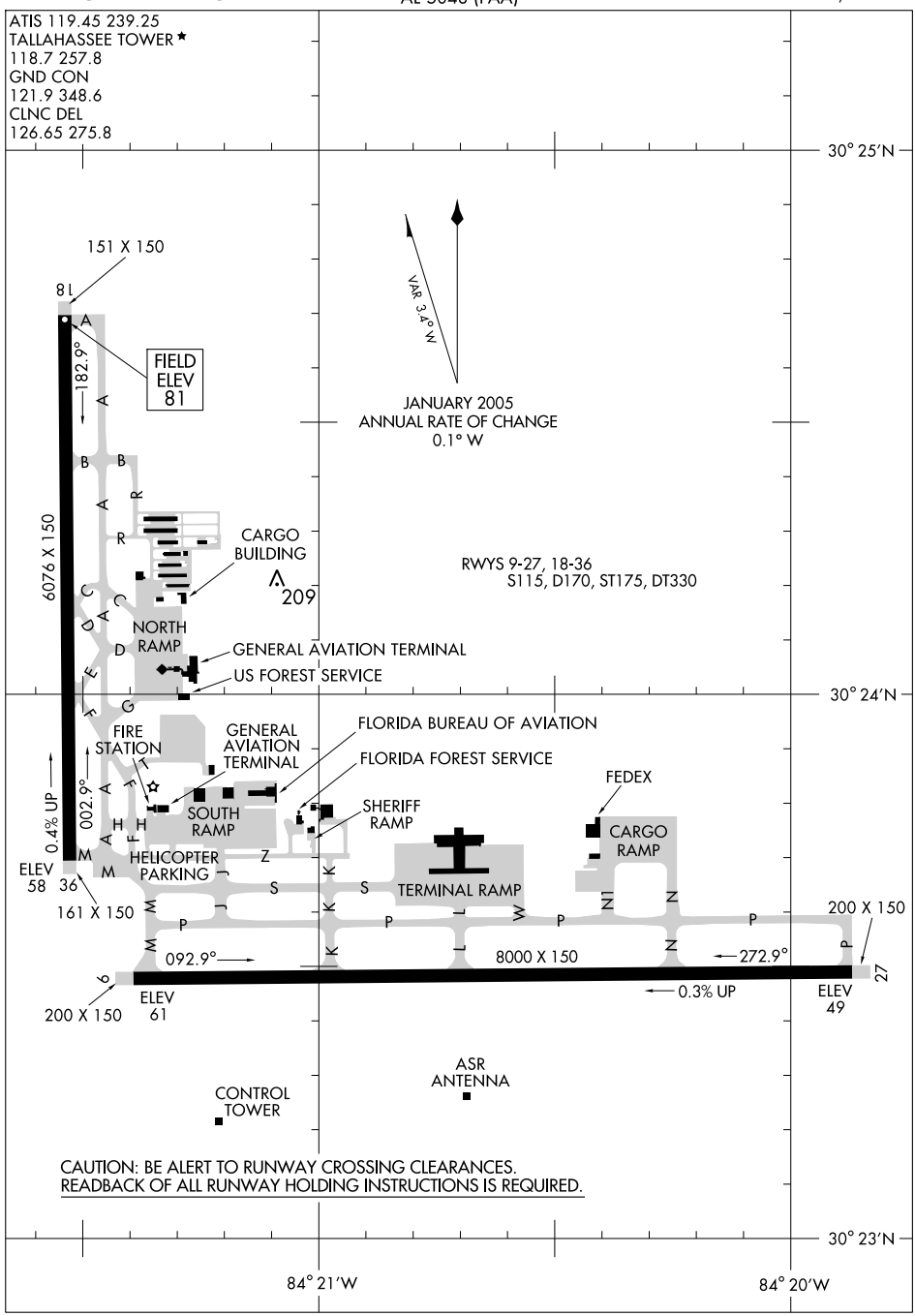
07354

AIRPORT DIAGRAM

AL-5048 (FAA)

TALLAHASSEE RGNL (TLH)
TALLAHASSEE, FLORIDA

ATIS 119.45 239.25
TALLAHASSEE TOWER ★
118.7 257.8
GND CON
121.9 348.6
CLNC DEL
126.65 275.8



SE-3, 03 JUN 2010 to 01 JUL 2010

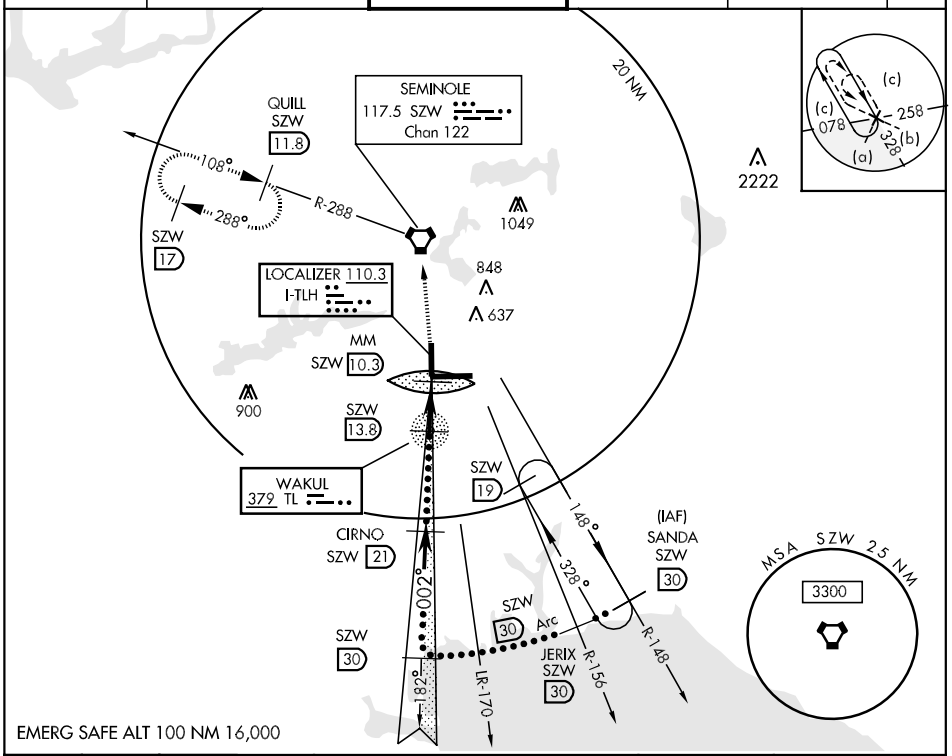
HI-ILS RWY 36

LOC I-TLH	APCH CRS	Rwy ldg / TDZE / Arpt Elev	JAL-5048 [USAF]	TALLAHASSEE REGIONAL (KTLH)
110.3	002°	6076 / 64 / 81		

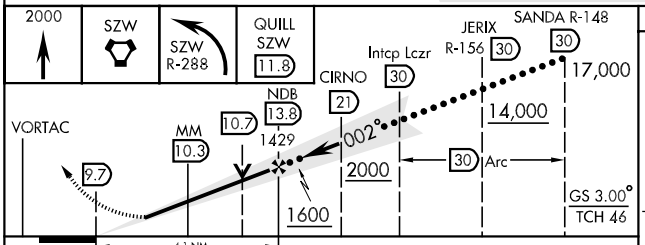
MALSR

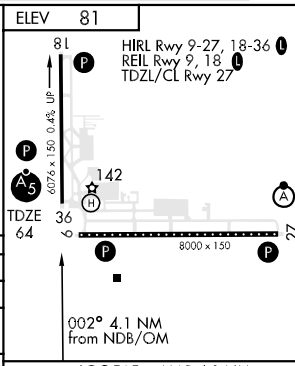
MISSED APPROACH: To 2000 direct SZW VORTAC, left out R-288 to QUILL and hold.

ATIS	TALLAHASSEE APP CON	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	ASR
119.45 239.25	135.8 317.4	118.7 (CTAF) 257.8	121.9 348.6	126.65 275.8	



EMERG SAFE ALT 100 NM 16,000





CATEGORY	C	D	E
S-ILS 36	264/40 200 (200-¾)		
S-LOC 36	440/50 376 (400-1)	440/60 376 (400-1¼)	
CIRCLING	580-1½ 499 (500-1½)	640-2 559 (600-2)	1000-3 919 (1000-3)
S-ASR 36	480/60 416 (400-1¼)		NOT AUTHORIZED

LOC FAF to MAP 4.1 NM					
Knots	120	140	160	180	200
Min:Sec	2:03	1:45	1:32	1:22	1:14

SE-3, 03 JUN 2010 to 01 JUL 2010

HI-VOR/DME or TACAN RWY 36

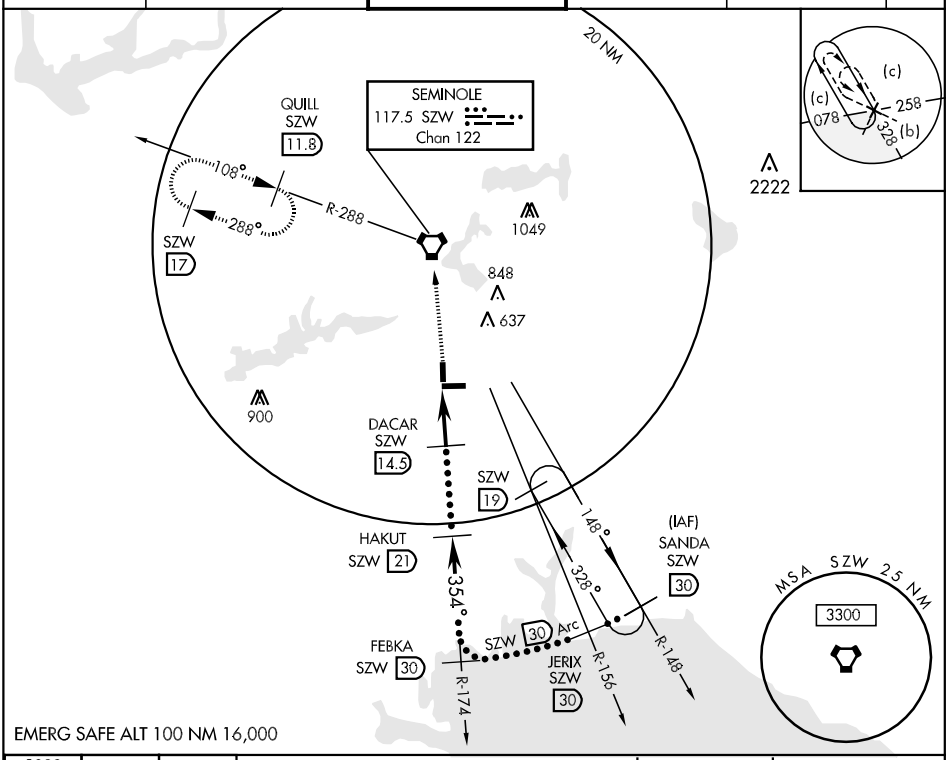
VORTAC SZW	APCH CRS	Rwy Idg 6076
117.5	354°	TDZE 64
Chan 122		Arpt Elev 81

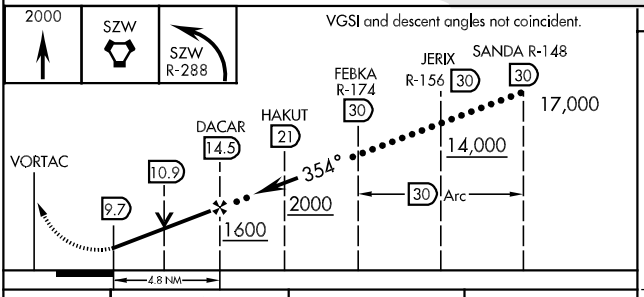
JAL-5048 [USAF] — TALLAHASSEE REGIONAL (KTLH)

MALSR

MISSED APPROACH: Climb to 2000 direct SZW VORTAC then via R-288 to QUILL/11.8 DME and hold.

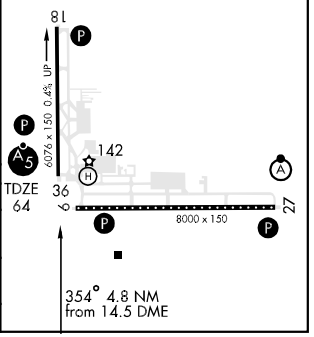
ATIS	TALLAHASSEE APP CON	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	ASR
119.45 239.25	135.8 317.4	118.7 (CTAF) 257.8	121.9 348.6	126.65 275.8	





ELEV 81

HIRL Rwy 9-27, 18-36 (L)
REIL Rwy 9, 18 (L)
TDZ/CL Rwy 27



CATEGORY	C	D	E
S-36	500/60 436 (500-1¼)	500-1½ 436 (500-1½)	
CIRCLING	580-1½ 499 (500-1½)	640-2 559 (600-2)	1000-3 919 (1000-3)
S-ASR 36	480/60 416 (400-1¼)		NOT AUTHORIZED

LOC I-TLH	APP CRS	Rwy Idg	6076
110.3	002°	TDZE	64
		Apt Elev	81

ILS or LOC/DME RWY 36

TALLAHASSEE RGNL (TLH)

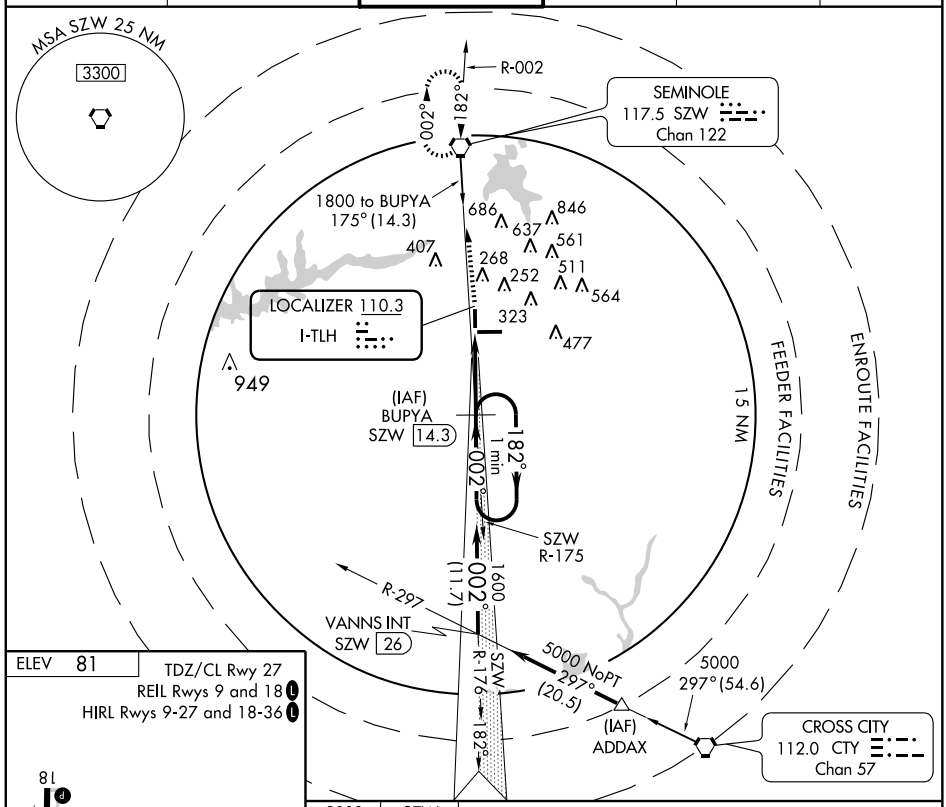
ASR

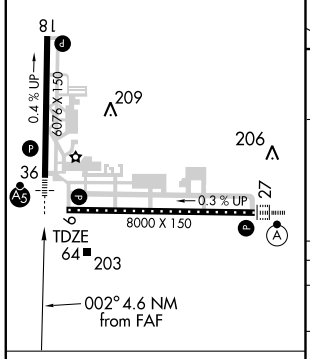
Simultaneous reception at I-TLH and SZW DME required. DME from SZW VORTAC. * RVR 1800 authorized with the use of of FD or AP or HUD to DA.

MALSR

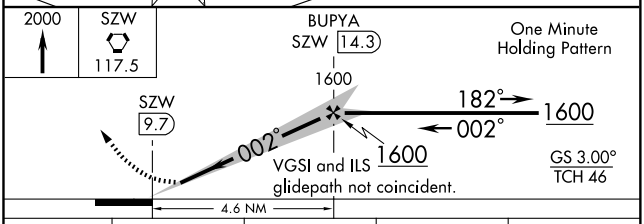
MISSED APPROACH: Climb to 2000 direct SZW VORTAC and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-ILS 36	* 264/24 200 (200-½)			
S-LOC 36	460/24 396 (400-½)			460/40 396 (400-¾)
CIRCLING	540-1 459 (500-1)		580-1½ 499 (500-1½)	640-2 559 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-PLQ	APP CRS	Rwy Idg	8000
111.9	272°	TDZE	53
		Apt Elev	81

ILS or LOC RWY 27

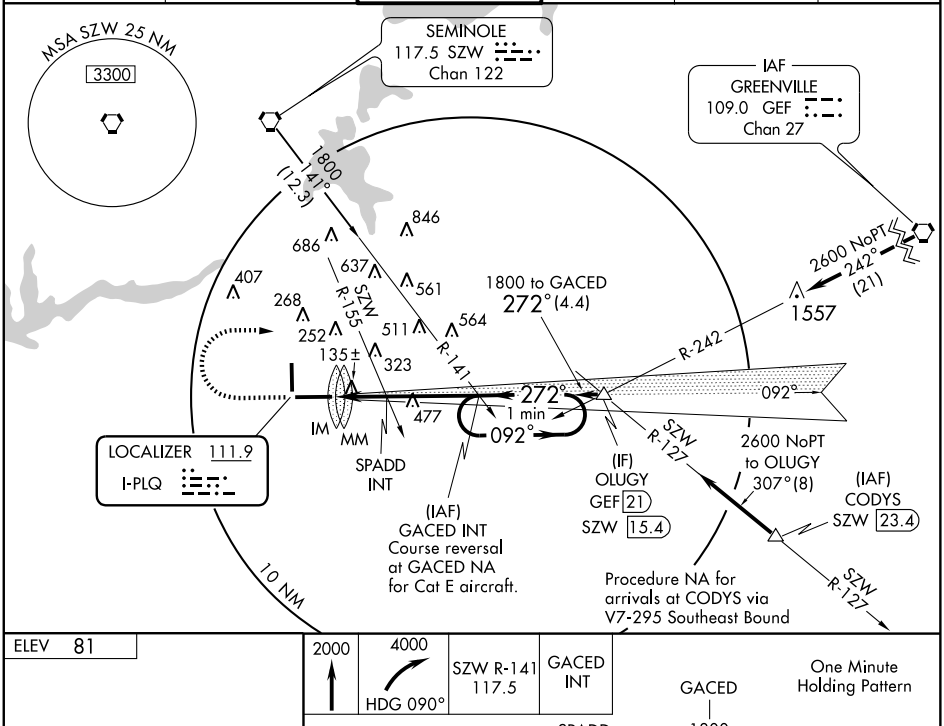
TALLAHASSEE RGNL (TLH)

ASR If local altimeter setting not received, use Bainbridge, GA altimeter setting and increase DA to 348 and all MDAs 100 feet. When ALS inoperative, increase visibility Cat E S-ILS ¼ mile, S-LOC ½ mile.

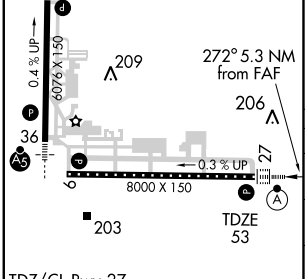
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 090° and SZW R-141 to GACED Int and hold, continue climb-in-hold to 4000.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95



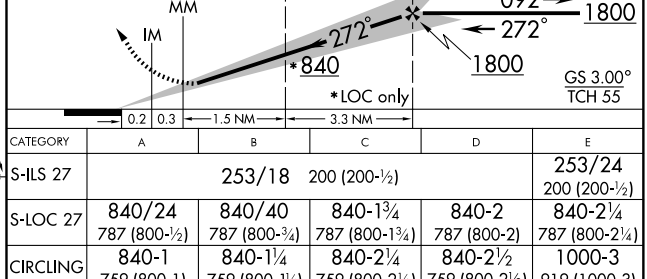
ELEV 81



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D	E
S-ILS 27	253/18 200 (200-½)				253/24 200 (200-½)
S-LOC 27	840/24 787 (800-½)	840/40 787 (800-¾)	840-1¾ 787 (800-1¾)	840-2 787 (800-2)	840-2¼ 787 (800-2¼)
CIRCLING	840-1 759 (800-1)	840-1¼ 759 (800-1¼)	840-2¼ 759 (800-2¼)	840-2½ 759 (800-2½)	1000-3 919 (1000-3)
SPADD INT MINIMUMS					
S-LOC 27	400/24 347 (400-½)			400/40	347 (400-¾)
CIRCLING	540-1 459 (500-1)		580-1½ 499 (500-1½)	640-2 559 (600-2)	1000-3 919 (1000-3)

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-PLQ	APP CRS	Rwy Idg	8000
111.9	272°	TDZE	53
		Apt Elev	81

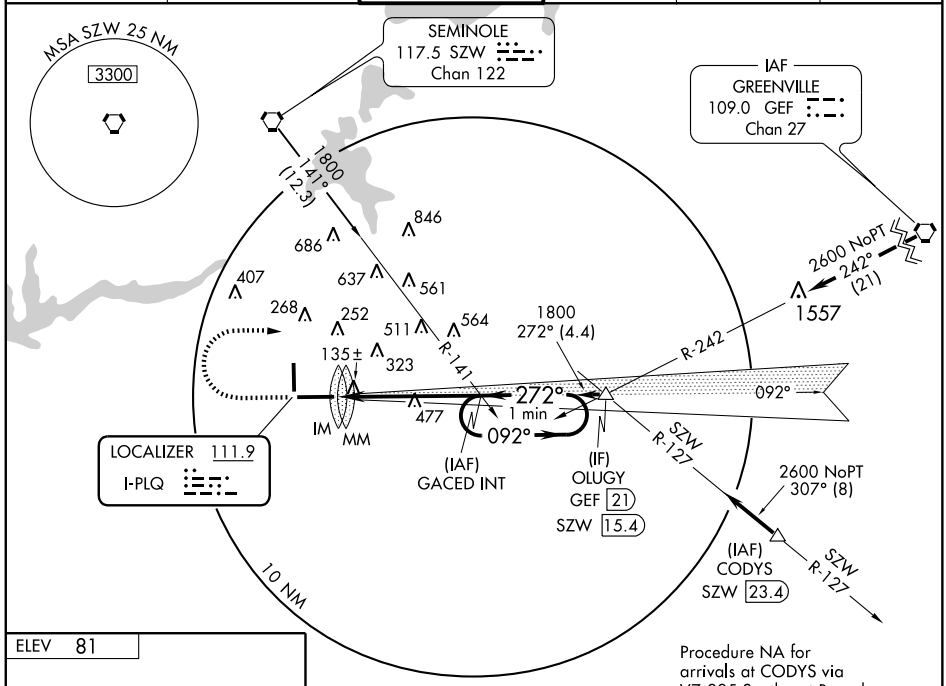
ILS RWY 27 (CAT II)
TALLAHASSEE RGNL (TLH)

S-ILS 27 not authorized when control tower closed.
S-ILS 27 not authorized when using Bainbridge, GA altimeter setting.
ASR

ALSF-2

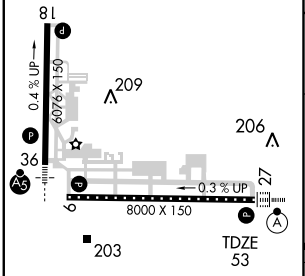
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via heading 090° and SZW R-141 to GACED Int and hold, continue climb-in-hold to 4000.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95

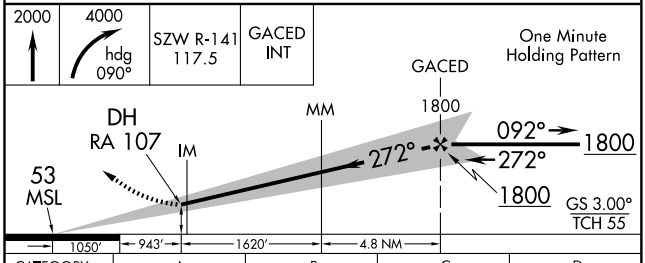


Procedure NA for arrivals at CODYS via V7-295 Southeast Bound

ELEV 81



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L



CATEGORY	A	B	C	D
S-ILS 27	RA 107/12 100 DA 153			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 03 JUN 2010 to 01 JUL 2010

NDB TL	APP CRS	Rwy Idg	6076
379	003°	TDZE	64
		Apt Elev	81

NDB RWY 36

TALLAHASSEE RGNL (TLH)

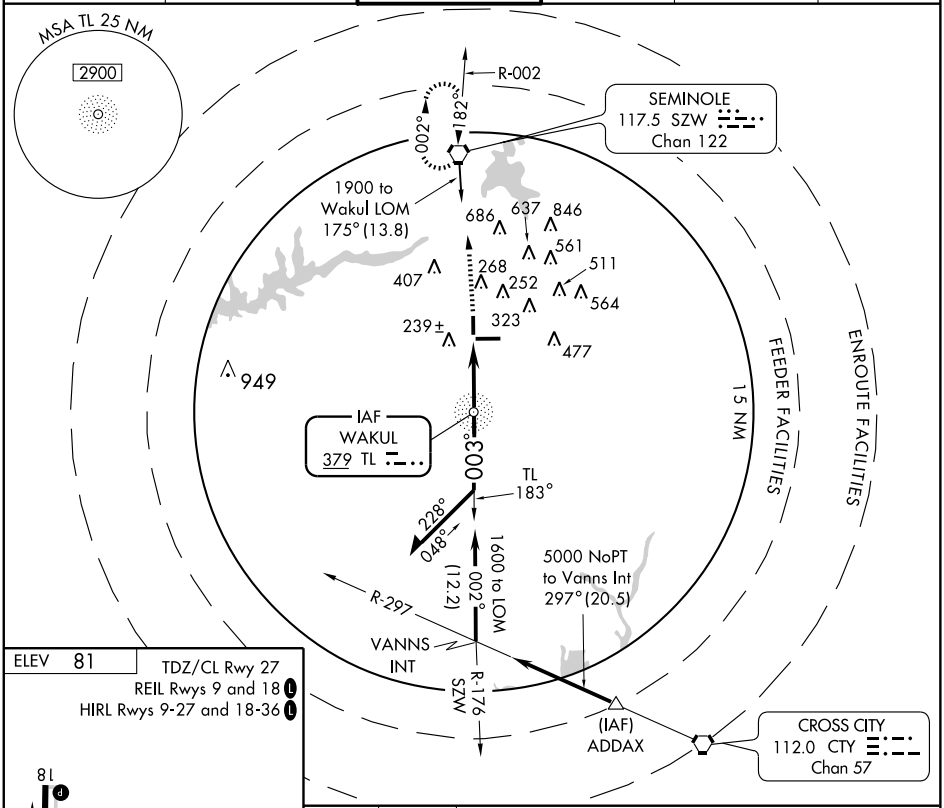
ASR

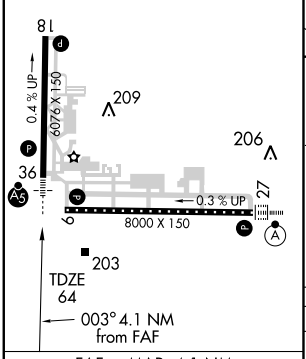
Inoperative table does not apply.

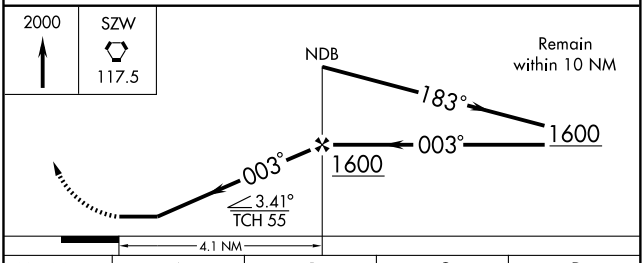
MALSR

MISSED APPROACH: Climb to 2000 direct SZW VORTAC and hold.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95







FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D
S-36	540/50	476 (500-1)	540/60 476 (500-1¼)	540-1½ 476 (500-1½)
CIRCLING	540-1	459 (500-1)	580-1½ 499 (500-1½)	640-2 559 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8000
CH 45503	092°	TDZE	70
W09A		Apt Elev	81

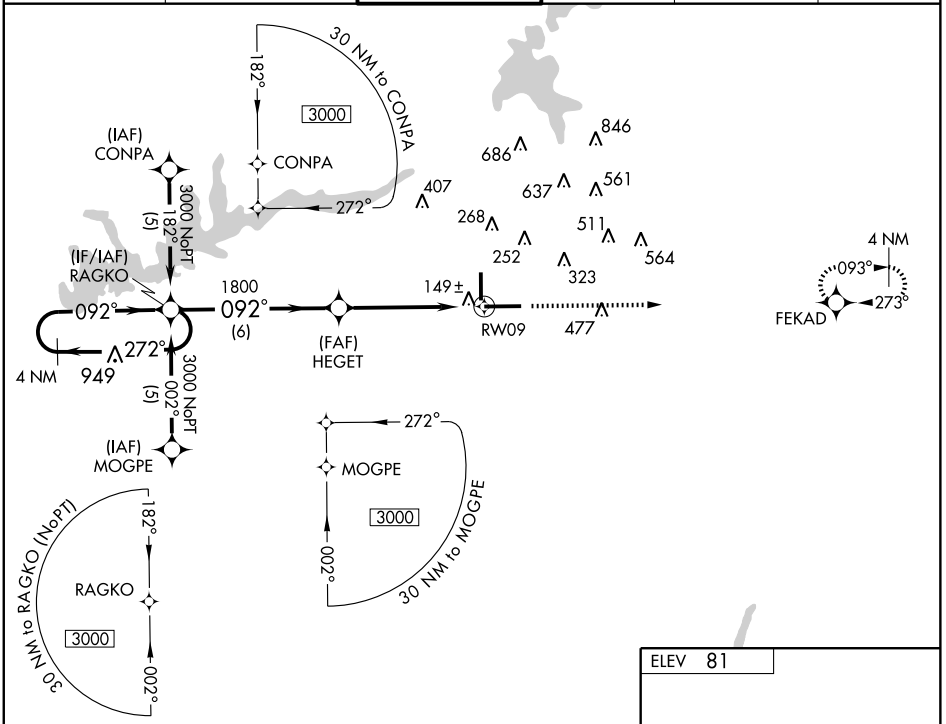
RNAV (GPS) RWY 9
TALLAHASSEE RGNL (TLH)

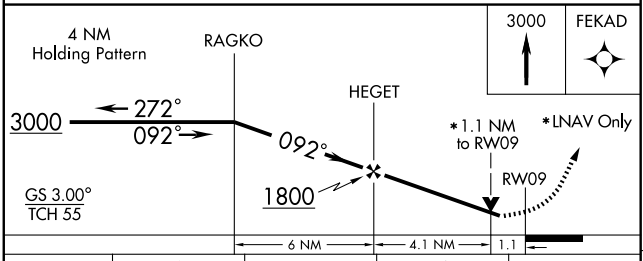
ASR

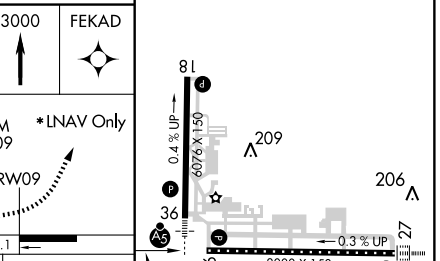
Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FEKAD and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7(CTAF) Ⓛ 257.8	121.9 348.6	126.65 275.8	122.95







CATEGORY	A	B	C	D
LPV DA	380-1 310 (300-1)			
LNAV/ VNAV DA	420-1¼ 350 (400-1¼)			
LNAV MDA	460-1 390 (400-1)			460-1¼ 390 (400-1¼)
CIRCLING	540-1¼ 459 (500-1¼)		580-1½ 499 (500-1½)	640-2 559 (600-2)

TDZ/CL Rwy 27
REIL Rwys 9 and 18 Ⓛ
HIRL Rwys 9-27 and 18-36 Ⓛ

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6076
CH 65600	182°	TDZE	81
W18A		Apt Elev	81

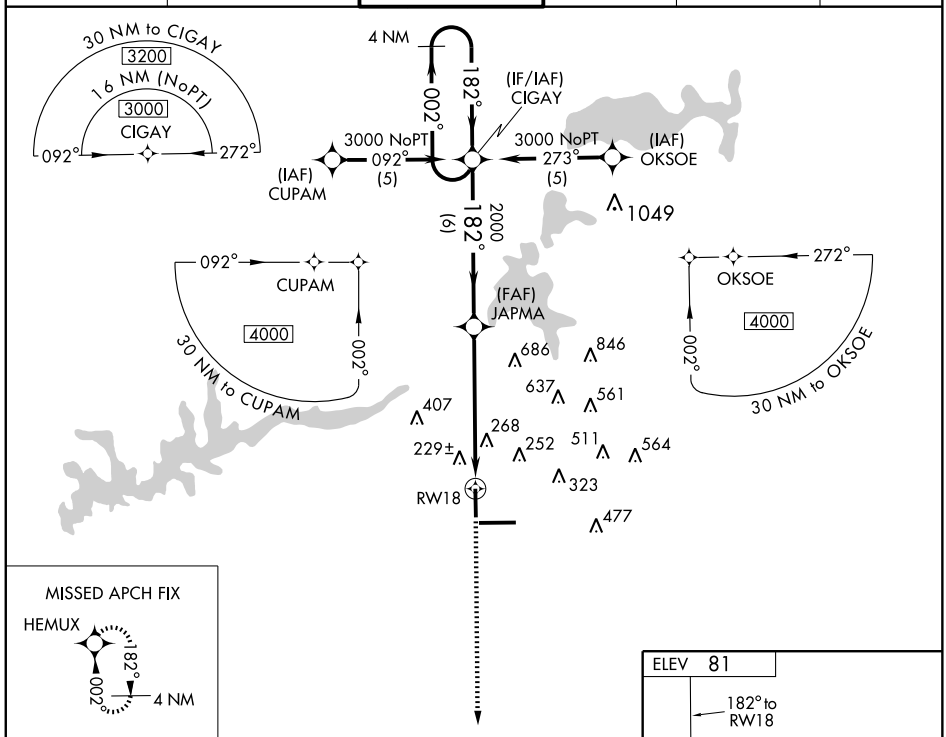
RNAV (GPS) RWY 18
TALLAHASSEE RGNL (TLH)

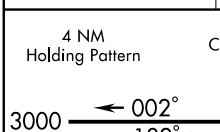
ASR

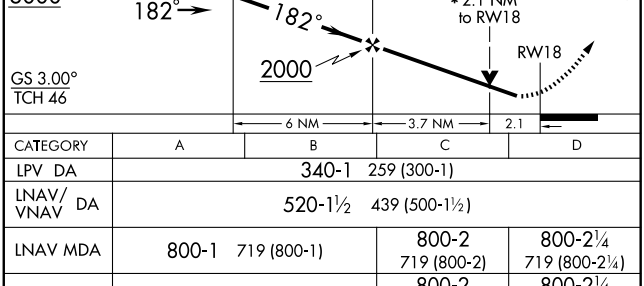
Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HEMUX and hold.

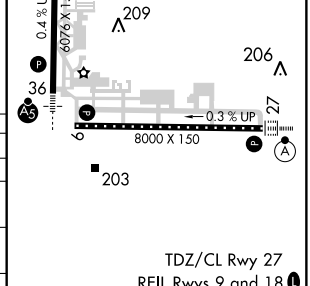
ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95







CATEGORY	A	B	C	D
LPV DA	340-1 259 (300-1)			
LNAV/VNAV DA	520-1½ 439 (500-1½)			
LNAV MDA	800-1 719 (800-1)		800-2 719 (800-2)	800-2¼ 719 (800-2¼)
CIRCLING	800-1½ 719 (800-1½)		800-2 719 (800-2)	800-2¼ 719 (800-2¼)



TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8000
CH 97302	273°	TDZE	53
W27A		Apt Elev	81

RNAV (GPS) RWY 27
TALLAHASSEE RGNL (TLH)

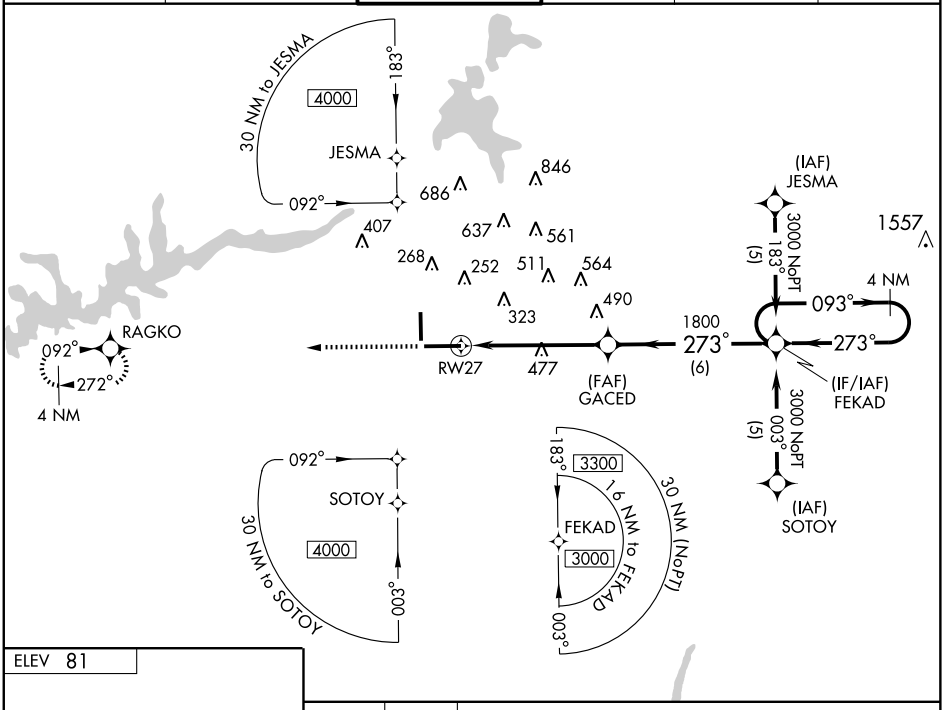
ASR

Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

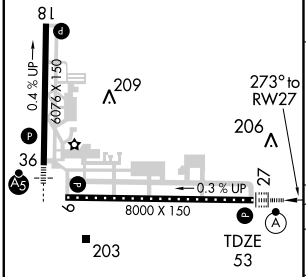
ALSF-2

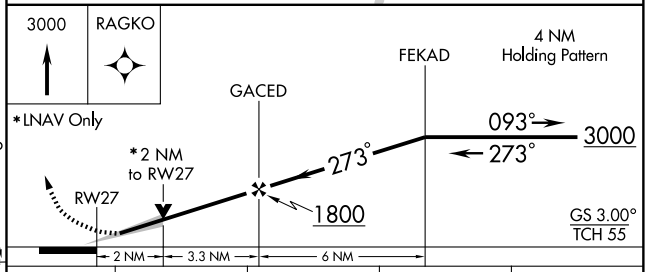
MISSED APPROACH: Climb to 3000 direct RAGKO and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7(CTAF)L 257.8	121.9 348.6	126.65 275.8	122.95



ELEV 81





CATEGORY	A	B	C	D
LPV DA	330/24 277 (300-½)			
LNAV/VNAV DA	460/50 407 (400-1)			
LNAV MDA	740/24 687 (700-½)		740-1½ 687 (700-1½)	740-1¾ 687 (700-1¾)
CIRCLING	740-1½ 659 (700-1½)		740-2 659 (700-2)	740-2¼ 659 (700-2¼)

TDZ/CL Rwy 27
REIL Rwys 9 and 18L
HIRL Rwys 9-27 and 18-36L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6076
CH 60900	002°	TDZE	64
W36A		Apt Elev	81

RNAV (GPS) RWY 36
TALLAHASSEE RGNL (TLH)

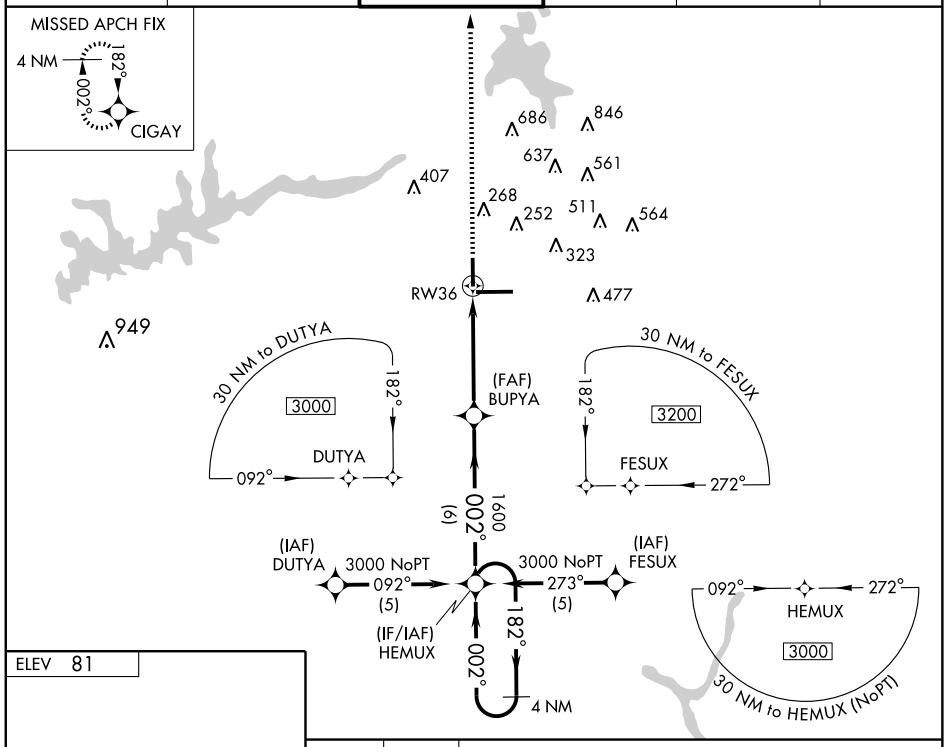
ASR

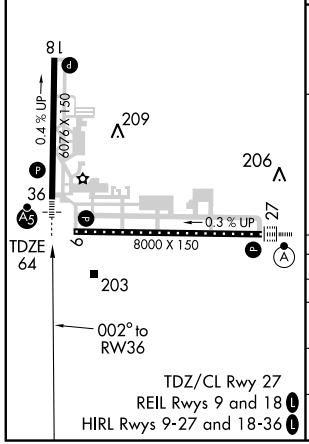
For inoperative MALSR, increase LNAV Cat. D visibility to RVR 6000.
Baro-VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA.

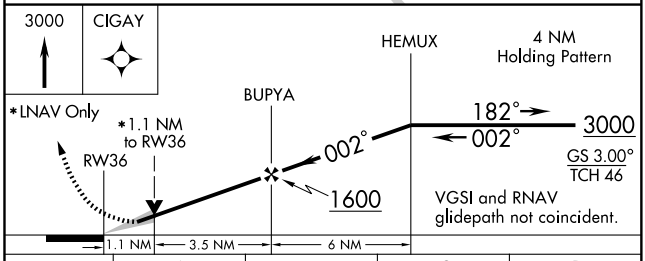
MALSR

MISSED APPROACH: Climb to 3000 direct CIGAY WP and hold.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95







CATEGORY	A	B	C	D
LPV DA	320/24 256 (300-½)			
LNAV/ VNAV DA	460/50 396 (400-1)			
LNAV MDA	460/24 396 (400-½)			460/50 396 (400-1)
CIRCLING	540-1½ 459 (500-1½)		580-1½ 499 (500-1½)	640-2 559 (600-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

TALLAHASSEE, FLORIDA

AL-5048 (FAA)

VORTAC SZW	APP CRS	Rwy Idg	6076
117.5	354°	TDZE	64
Chan 122		Apt Elev	81

VOR/DME or TACAN RWY 36

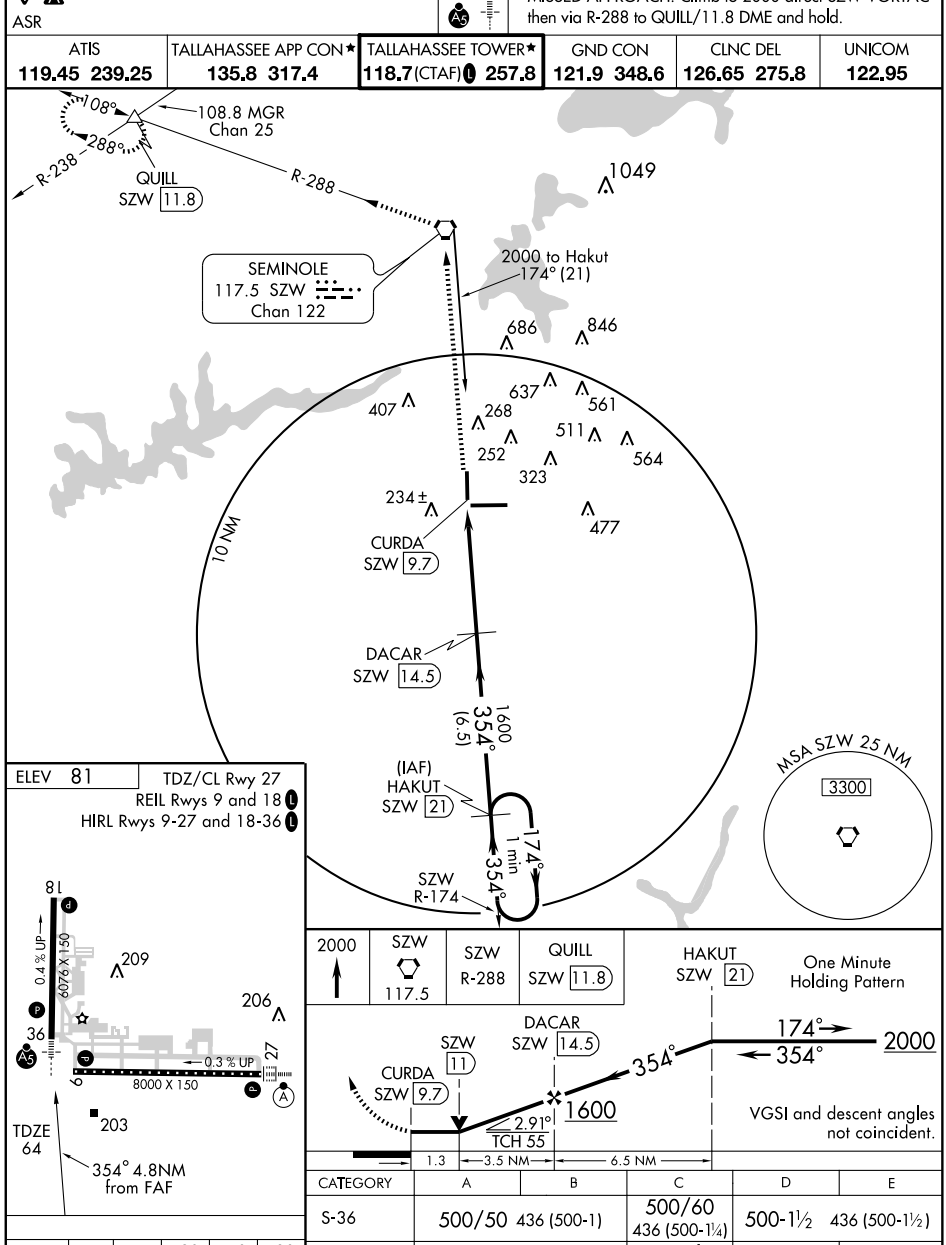
TALLAHASSEE RGNL (TLH)

ASR

MALSR

MISSED APPROACH: Climb to 2000 direct SZW VORTAC then via R-288 to QUILL/11.8 DME and hold.

ATIS	TALLAHASSEE APP CON★	TALLAHASSEE TOWER★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95



ELEV 81	TDZ/CL Rwy 27
	REIL Rwys 9 and 18 L
	HIRL Rwys 9-27 and 18-36 L

Knots	60	90	120	150	180
Min:Sec					

2000	SZW 117.5	SZW R-288	QUILL SZW 11.8

CATEGORY	A	B	C	D	E
S-36	500/50	436 (500-1)	500/60 436 (500-1¼)	500-1½	436 (500-1½)
CIRCLING	580-1	499 (500-1)	580-1½ 499 (500-1½)	640-2 559 (600-2)	1000-3 919 (1000-3)

SE-3. 03 JUN 2010 to 01 JUL 2010

VORTAC SZW 117.5 Chan 122	APP CRS 173°	Rwy Idg 6076 TDZE 81 Apt Elev 81

VOR RWY 18

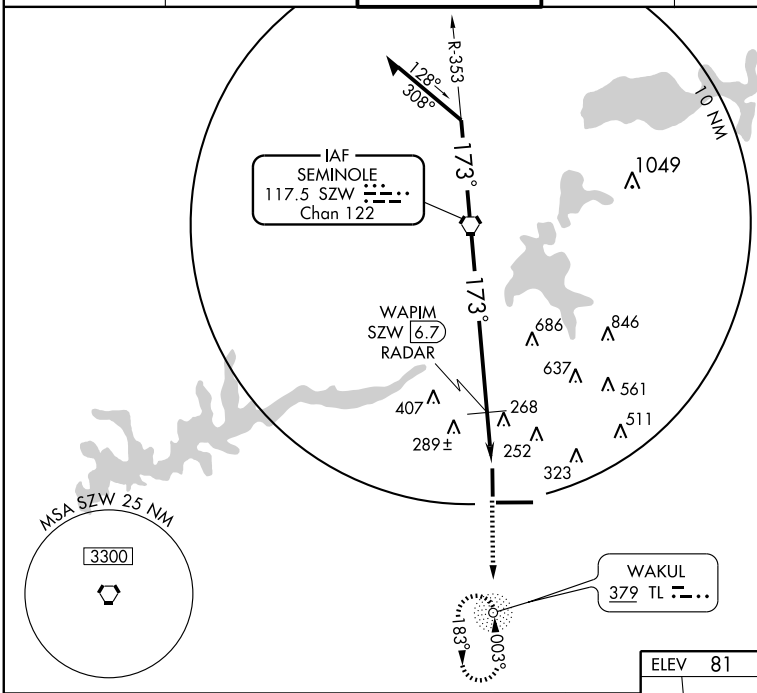
TALLAHASSEE RGNL (TLH)

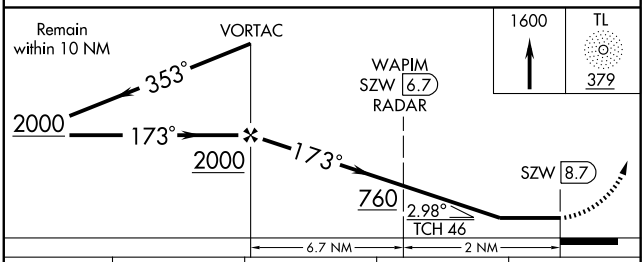
ADF REQUIRED

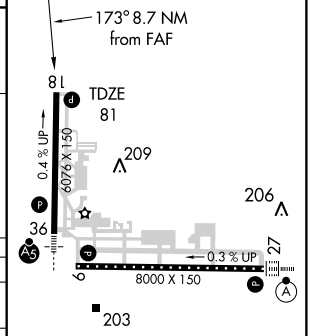
ASR

MISSED APPROACH: Climb to 1600 direct TL NDB and hold.

ATIS	TALLAHASSEE APP CON ★	TALLAHASSEE TOWER ★	GND CON	CLNC DEL	UNICOM
119.45 239.25	135.8 317.4	118.7 (CTAF) L 257.8	121.9 348.6	126.65 275.8	122.95







CATEGORY	A	B	C	D
S-18	760-1	679 (700-1)	760-2 679 (700-2)	760-2¼ 679 (700-2¼)
CIRCLING	760-1	679 (700-1)	760-2 679 (700-2)	760-2¼ 679 (700-2¼)
WAPIM FIX MINIMUMS				
S-18	540-1	459 (500-1)	540-1¼ 459 (500-1¼)	540-1½ 459 (500-1½)
CIRCLING	540-1	459 (500-1)	580-1½ 499 (500-1½)	640-2 559 (600-2)

TDZ/CL Rwy 27
REIL Rwys 9 and 18 L
HIRL Rwys 9-27 and 18-36 L

FAF to MAP 8.7 NM

Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy ldg	2996
161°	TDZE	155
	Apt Elev	155

RNAV (GPS) RWY 16

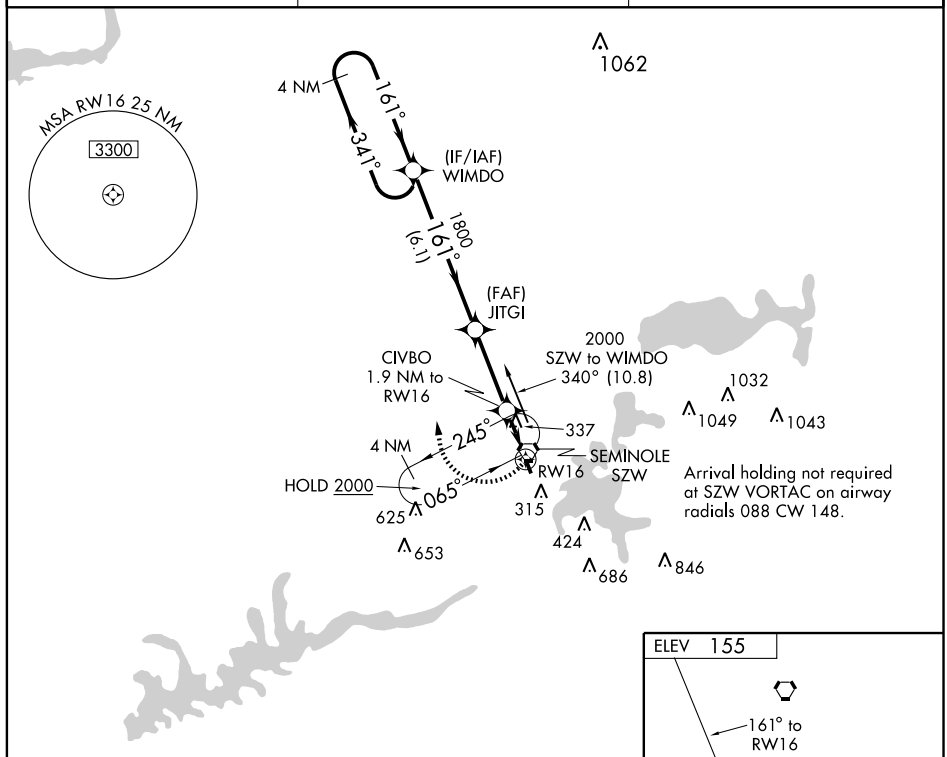
TALLAHASSEE COMMERCIAL (68J)

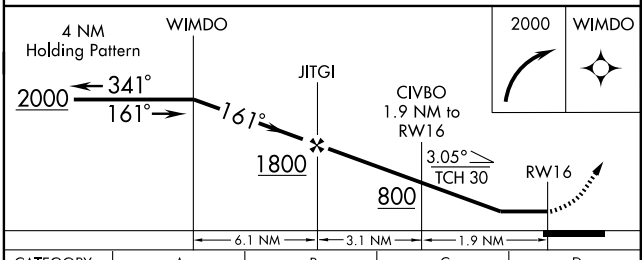
NA

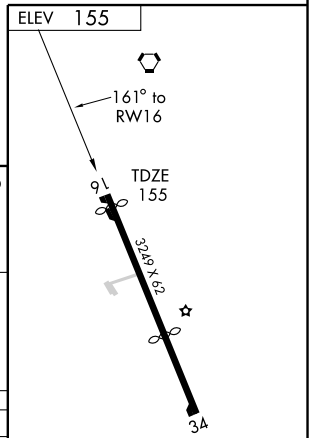
Use Tallahassee Rngl altimeter setting; when not received, use Bainbridge GA altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 direct WIMDO and hold.

TALLAHASSEE RGNL ATIS	TALLAHASSEE APP CON ★	UNICOM
119.45	128.7 254.3	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	620-1 465 (500-1)		NA	
CIRCLING	680-1 525 (600-1)		NA	

LIRL Rwy 16-34

SE-3, 03 JUN 2010 to 01 JUL 2010

VORTAC SZW 117.5 Chan 122	APP CRS 173°	Rwy Idg N/A TDZE N/A Apt Elev 155

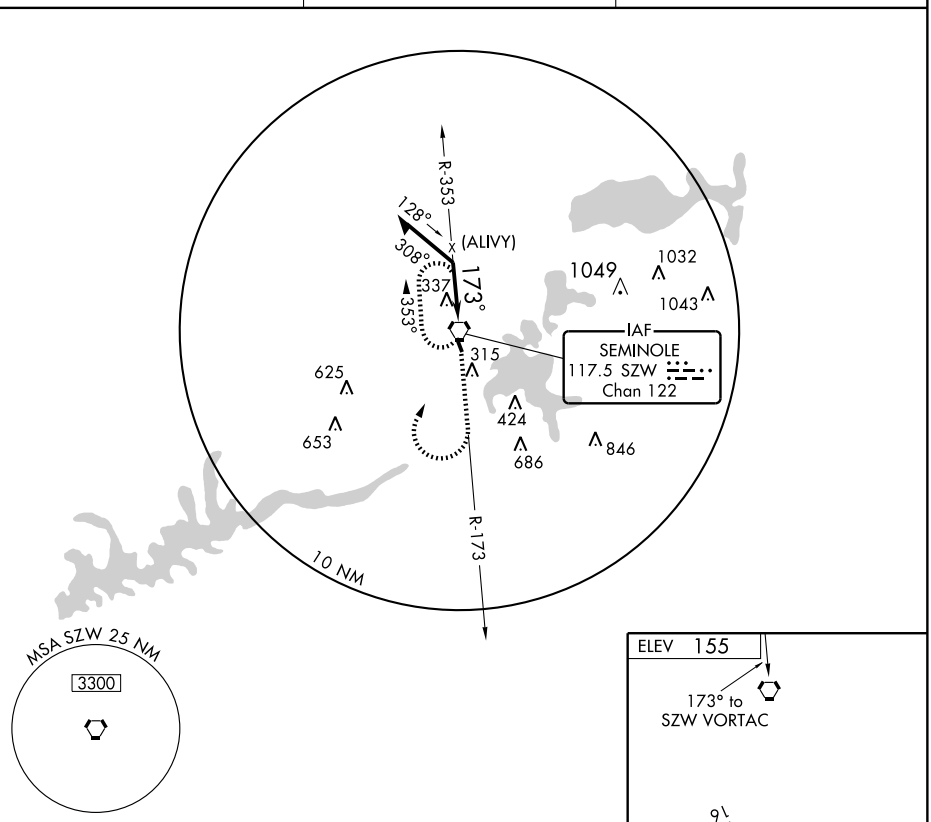
VOR or GPS-A

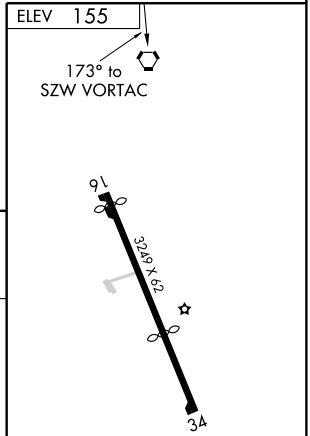
TALLAHASSEE COMMERCIAL (68J)

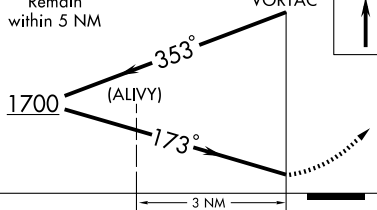
NA — Use Tallahassee altimeter setting.

MISSED APPROACH: Climb to 1200 via SZW R-173 then climbing right turn to 2000 direct SZW VORTAC and hold.

TALLAHASSEE RGNL ATIS	TALLAHASSEE APP CON ★	UNICOM
119.45	128.7 254.3	122.8 (CTAF)





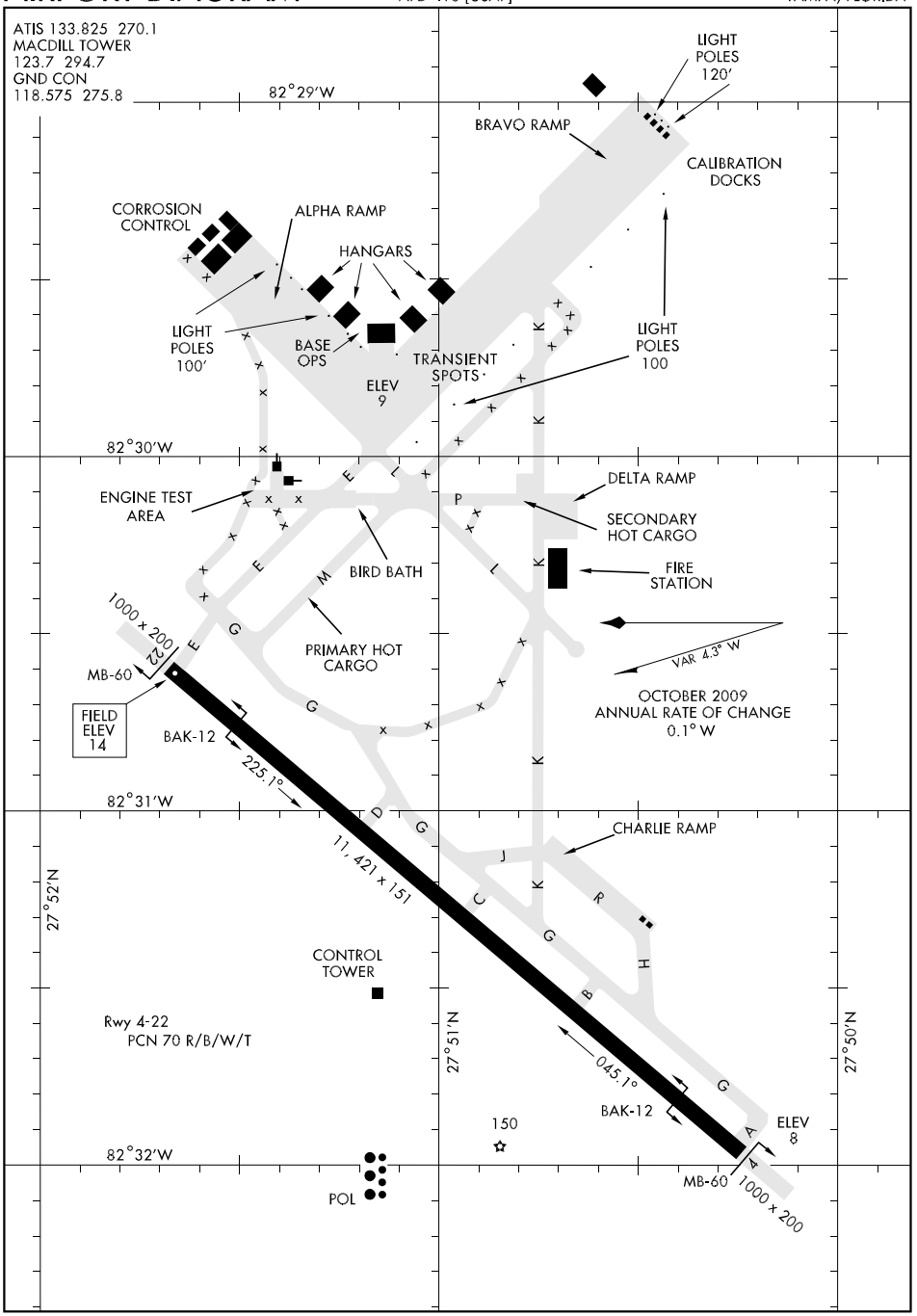


1200	SZW R-173 117.5	2000	SZW 117.5

CATEGORY	A	B	C	D
CIRCLING	1000-1 845 (900-1)	NA		

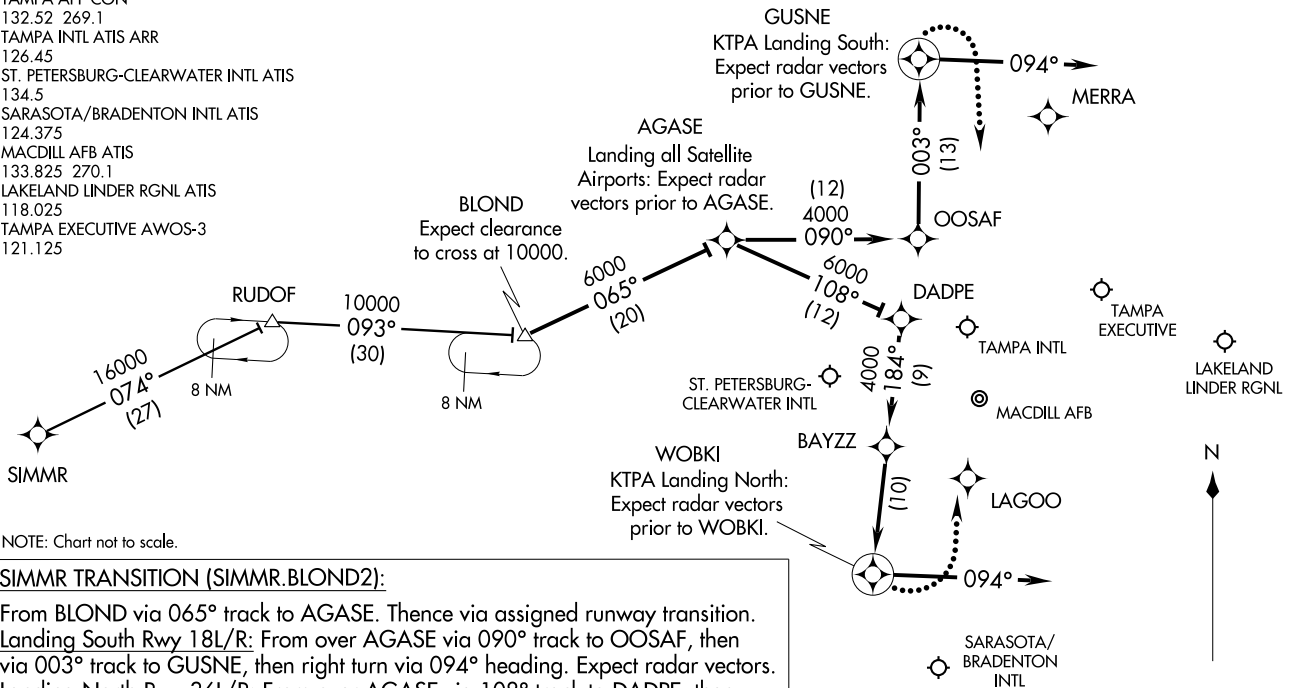
LIRL Rwy 16-34

SE-3, 03 JUN 2010 to 01 JUL 2010



SE-3, 03 JUN 2010 to 01 JUL 2010

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

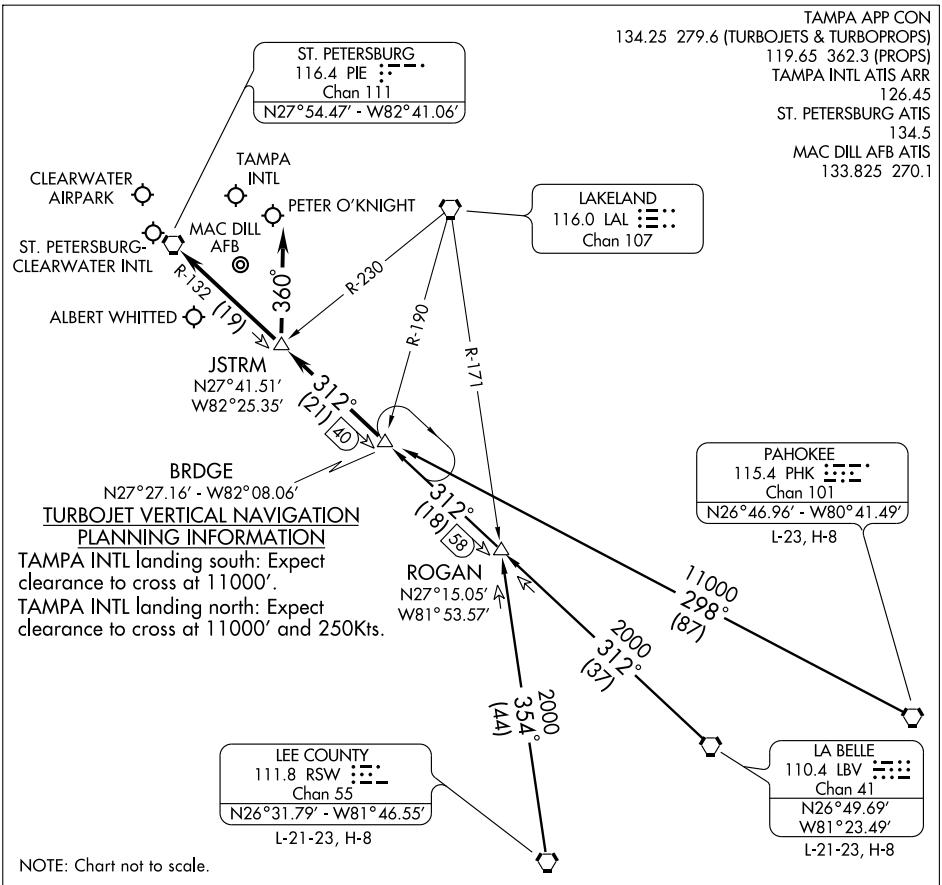
From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

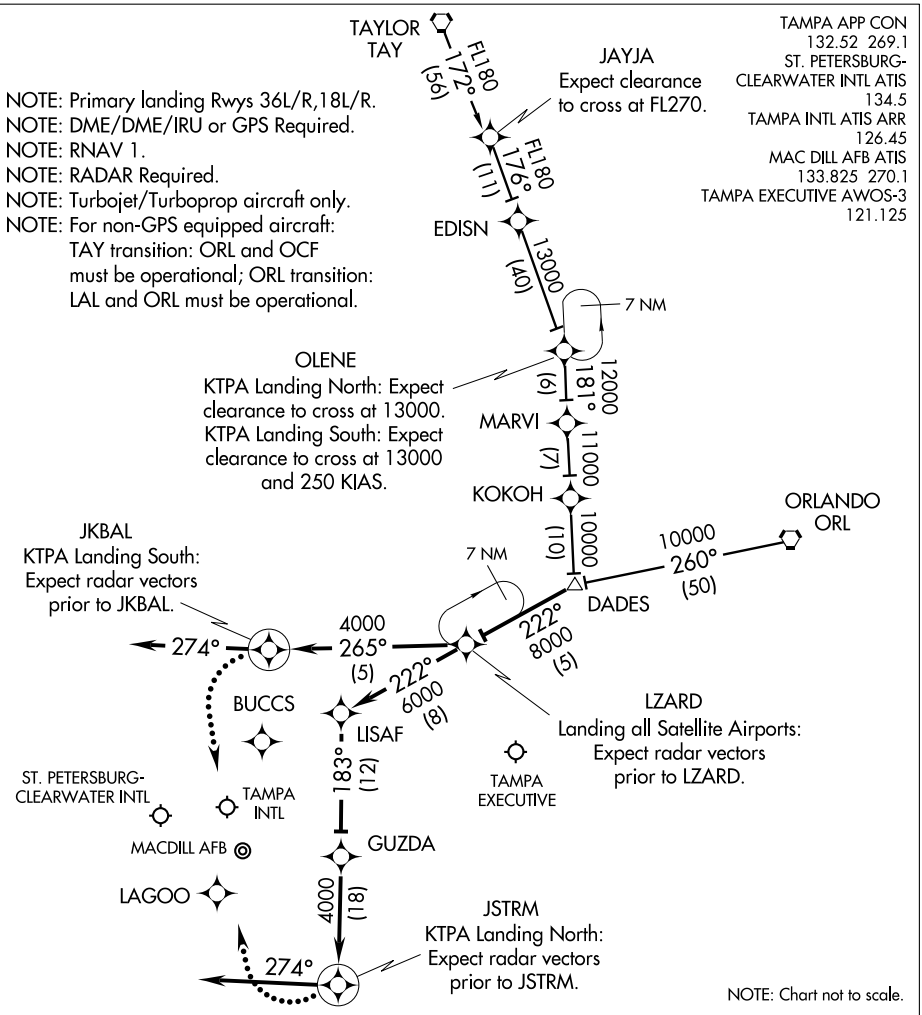
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

DADES TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: TAY transition: ORL and OCF must be operational; ORL transition: LAL and ORL must be operational.

TAMPA APP CON
132.52 269.1
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
TAMPA INTL ATIS ARR
126.45
MAC DILL AFB ATIS
133.825 270.1
TAMPA EXECUTIVE AWOS-3
121.125

ORLANDO TRANSITION (ORL.DADES2):

TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.
KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.
KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

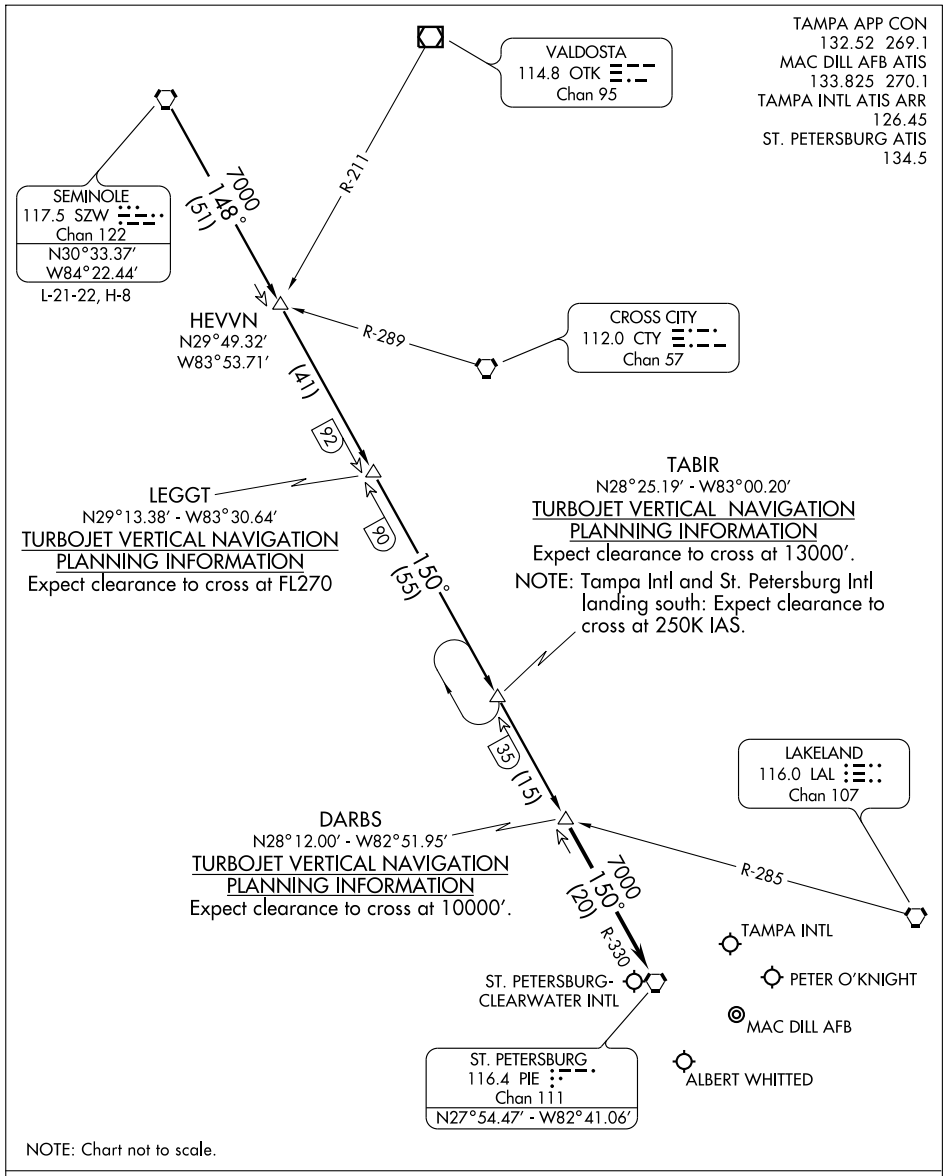
LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA

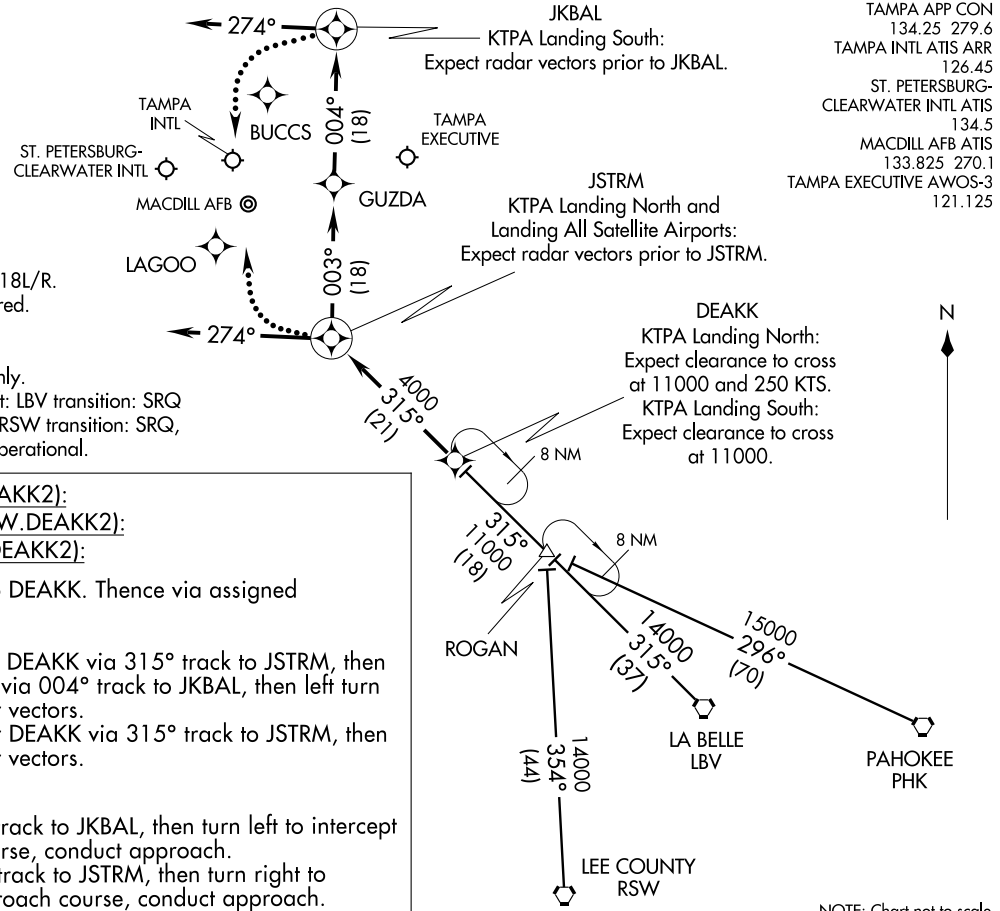


NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

SE-3, 03 JUN 2010 to 01 JUL 2010



NOTE: Primary landing Rwys 36L/R, 18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ, LAL, RSW, and LBV must be operational.

LA BELLE TRANSITION (LBV.DEAKK2):
LEE COUNTY TRANSITION (RSW.DEAKK2):
PAHOKEE TRANSITION (PHK.DEAKK2):

From ROGAN via 315° track to DEAKK. Thence via assigned runway transition.

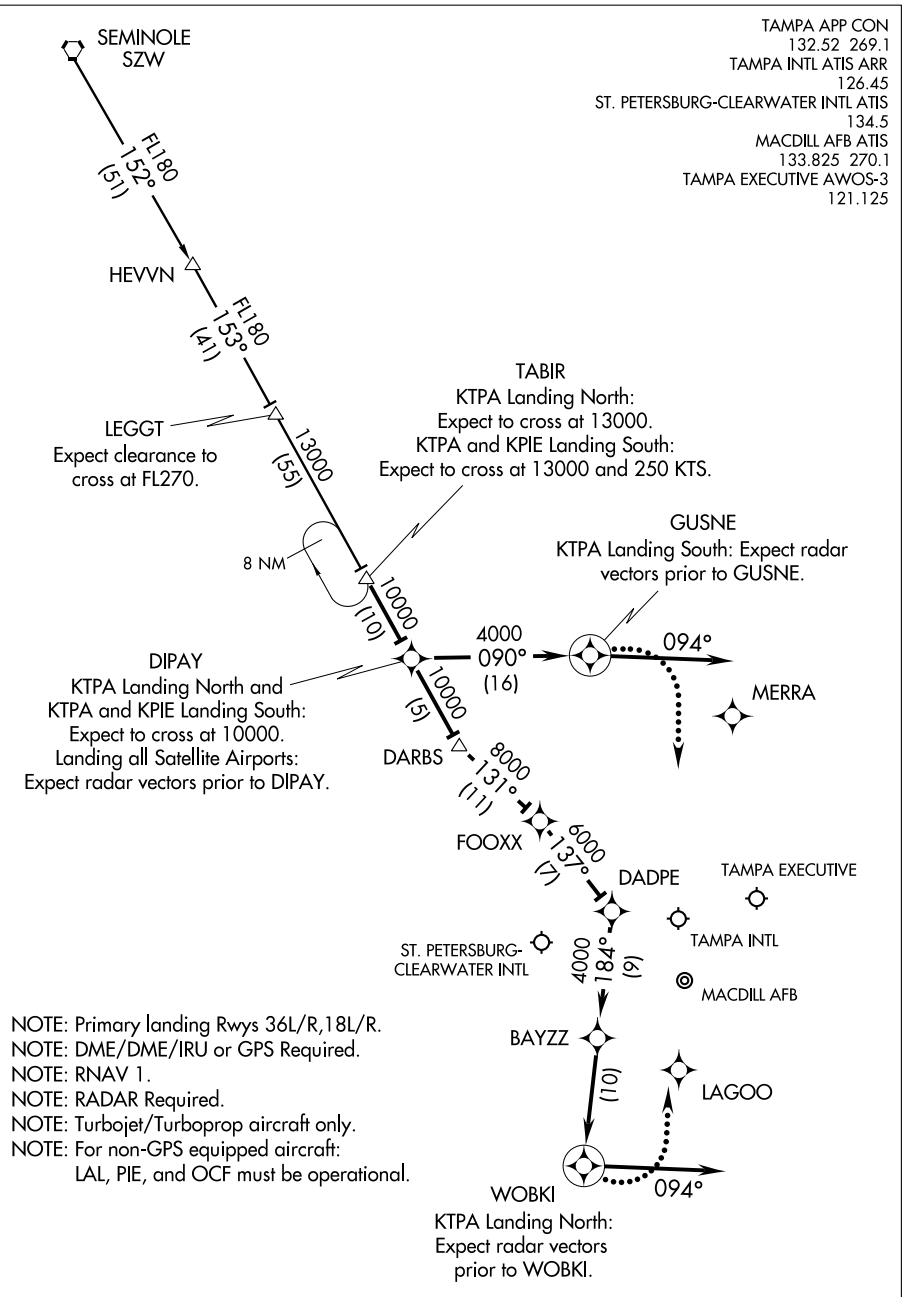
KTPA Landing South: From over DEAKK via 315° track to JSTRM, then via 003° track to GUZDA, then via 004° track to JKBAL, then left turn via 274° heading. Expect radar vectors.
KTPA Landing North: From over DEAKK via 315° track to JSTRM, then via 274° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

FOOXX TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft:
LAL, PIE, and OCF must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

FOOXX TWO ARRIVAL (RNAV)

SEMINOLE TRANSITION (SZW.FOOXX2):

From TABIR via 153° track to DIPAY, thence via assigned runway transition.
Landing South Rwy 18L/R: From over DIPAY via 090° track to GUSNE, then via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over DIPAY via 153° track to DARBS, then via 131° track to FOOXX, then via 137° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final appoach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

HI-ILS or LOC RWY 4

LOC I-MCF	APCH CRS	Rwy ldg 11,421
109.5	ILS 042°	TDZE 10
		Arpt Elev 14

JAL-418 [USAF]

MACDILL AFB (KMCF)

▼ * When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.

Max holding 265 KIAS

MACDILL Chan 47 MCF

LOCALIZER 109.5 I-MCF

RADAR or DME REQUIRED

MCF 18 253° 073° MCF 22 AGUSE

MCF 8 1700 R-073

MCF 14.2 (IAF) MILNE MCF 15 015° Hdg

EMASE MCF 6.5 /RADAR 222° 042°

MCF 19 R-220 040° 220°

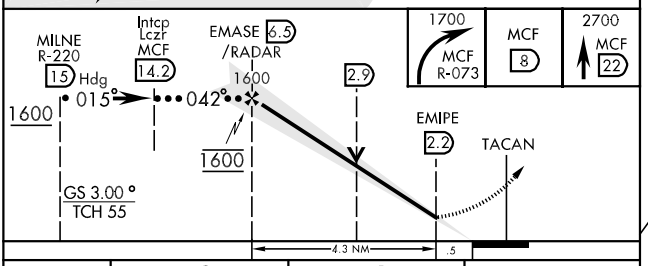
MSA MCF 2.5 NM 2700

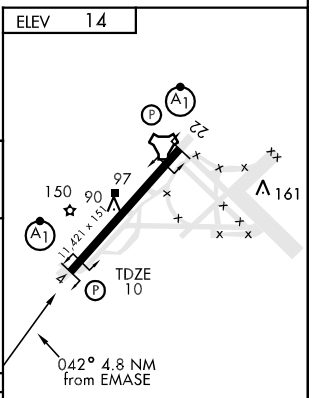
10 NM

CAUTION: LOC course offset 2.73° from the extended rwy centerline and intersects the rwy centerline 2581′ from threshold.

Expect radar vectors around St. Petersburg landmass for noise abatement, unless otherwise requested by pilot.

EMERG SAFE ALT 100 NM 3000





CATEGORY	C	D	E
S-ILS 4*	260/24 250 (300-½)		
S-LOC 4**	420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING***	500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006 (1100-3)

HIRL Rwy 4-22

LOC FAF to MAP 4.3 NM					
Knots	120	140	160	180	200
Min:Sec	2:09	1:50	1:37	1:26	1:17

SE-3, 03 JUN 2010 to 01 JUL 2010

HI-ILS or LOC RWY 22

LOC I-GBZ	APCH CRS	Rwy ldg 11,421 TDZE 14 Arpt Elev 14
111.7	227°	

JAL-418 [USAF]

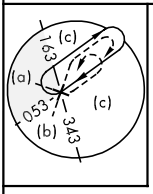
MACDILL AFB (KMCF)

▼ * When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 1600 via MCF R-220 to MILNE and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8



*** Circling not authorized NW of Rwy 4-22.

CAUTION:
LOC course offset 2.65° from the extended rwy centerline and intersects the rwy centerline 2574' from threshold.

WARNING: Use extreme caution PETER O KNIGHT arpt 4 NM NE of MACDILL AFB

MCF 18

R-053

053°

233°

Max holding 265 KIAS

(IAF) OZONA MCF 11

475

625

047°

257°

227°

626

640

MACDILL Chan 47 MCF

234

160

MOBUE MCF 4.9 /RADAR

RADAR or DME REQUIRED

649

649

517

LOCALIZER 111.7 I-GBZ

1666

MSA MCF 25 NM

2700

410

R-220

500

MILNE MCF 15

Max holding 265 KIAS

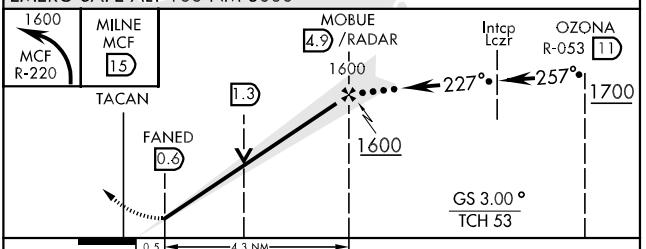
040°

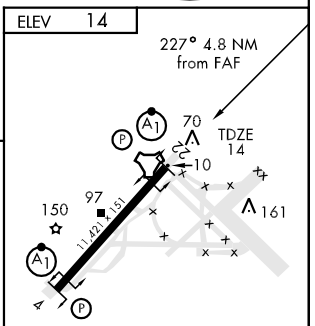
220°

MCF 19

10 NM

EMERG SAFE ALT 100 NM 3000





CATEGORY	C	D	E
S-ILS 22 *	264/24 250 (300-½)		
S-LOC 22 **	440/40 426 (500-¾)		440/50 426 (500-1)
CIRCLING ***	500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006 (1100-3)

HIRL Rwy 4-22

LOC FAF to MAP 4.3 NM					
Knots	120	140	160	180	200
Min:Sec	2:09	1:50	1:37	1:26	1:17

HI-TACAN RWY 4

TACAN	APCH CRS	Rwy Idg	11,421
MCF Chan 47	040°	TDZE	10
		Arpt Elev	14

JAL-418 [USAF]

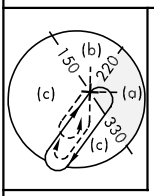
MACDILL AFB (KMCF)

▼ * When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½.
** Circling not authorized NW of Rwy 4-22.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8



Max holding 265 KIAS

475
MCF 18
253°
073°
AGUSE 22 MCF
626
625
640
234
R-073
MCF 8
1700
517
649
649
MACDILL Chan 47 MCF
1099
1649
1649
1666
500
410
ADNIL MCF 6.4 /RADAR
040°
10 NM

MSA MCF 2.5 NM
2700

(IAF) MILNE MCF 15
Max holding 265 KIAS
040°
220°
R-220
MCF 19

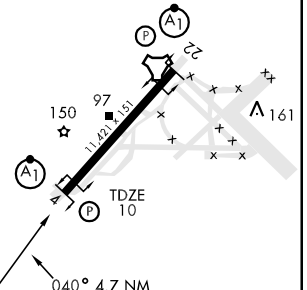
Expect radar vectors around St. Petersburg landmass for noise abatement, unless otherwise requested by pilot.

EMERG SAFE ALT 100 NM 3000

1700 MCF R-073 | MCF 8 | 2700 MCF 22

MILNE R-220 15
ADNIL 6.4 /RADAR
1600
040°
1600
2.9
FORUM 2.2
TACAN
3.11°
TCH 56
4.2 NM
0.5

ELEV 14



040° 4.7 NM from FAF

HIRL Rwy 4-22

CATEGORY	C	D	E
S-4 *	420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING **	500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006 (1100-3)

SE-3, 03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 4

LOC I-MCF	APCH CRS	Rwy ldg 11,421 TDZE 10 Arpt Elev 14	AL-418 [USAF]	MACDILL AFB (KMCF)
109.5	042°			

▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile, CAT CDE RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.

RADAR or DME REQUIRED

CAUTION: LOC course offset 2.73° from the extended rwy centerline and intersects the rwy centerline 2581′ from threshold.

MACDILL Chan 47 MCF

LOCALIZER 109.5 I-MCF

MCF 18 — 259° — 073° — 22 AGUSE MCF

Max holding 265 KIAS

R-073

MCF 8 — 1700

EMASE MCF 6.5 /RADAR

MCF 14.2

(IAF) MILNE MCF 15

042° — 222° — 015° hdg — 040° — 220°

Max holding 265 KIAS

R-220

MCF 19

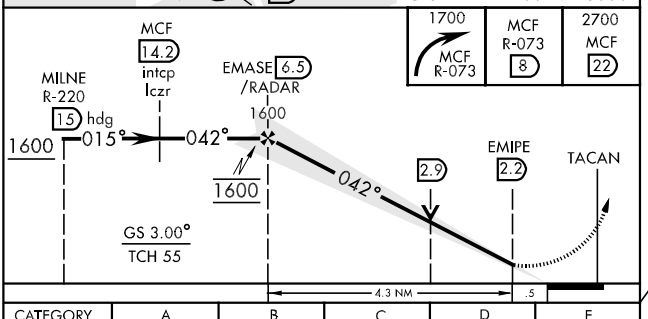
10 NM

MSA MCF 25 NM — 2700

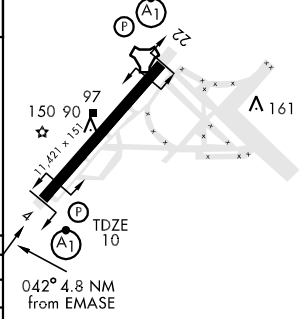
Expect radar vectors around St. Petersburg landmass for noise abatement, unless otherwise requested by pilot.

EMERG SAFE ALT 100 NM 3000

1700 MCF R-073	MCF R-073 8	2700 MCF 22



ELEV 14



042° 4.8 NM from EMASE

HIRL Rwy 4-22

CATEGORY	A	B	C	D	E
S-ILS 4 *	260/24		250 (300-½)		
S-LOC 4 **	420/24 410 (500-½)		420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING ***	500 - 1 486 (500-1)		500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

LOC FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-3, 03 JUN 2010 to 01 JUL 2010

ILS or LOC RWY 22

LOC I-GBZ	APCH CRS	Rwy ldg 11,421 TDZE 14 Arpt Elev 14	AL-418 [USAF]	MACDILL AFB (KMCF)
111.7	227°			

▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile, CAT CDE RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 1600 via MCF R-220 to MILNE and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.

WARNING: Use extreme caution
PETER O. KNIGHT arpt
4 NM NE of MACDILL AFB

RADAR or DME REQUIRED

MCF 18
R-053
053°
233°
Max holding 265 KIAS
475
625
640
047°
257°
227°
(IAF) OZONA MCF 11
626
234
160
MOBUE MCF 4.9 /RADAR
517
649
649
MACDILL Chan 47 MCF
LOCALIZER 111.7 I-GBZ
500
1666
MSA MCF 25 NM
2700
410
R-220
CAUTION:
LOC course offset 2.65° from the extended rwy centerline and intersects the rwy centerline 2574' from threshold.
10 NM
MILNE MCF 15
040°
220°
Max holding 265 KIAS
MCF 19
EMERG SAFE ALT 100 NM 3000

1600
MCF R-220
MILNE MCF 15
MOBUE 4.9 /RADAR 1600
Intcp Lczr
OZONA R-053 11
227°
257°
1700
TACAN
FANED .6
1.3
1600
GS 3.00°
TCH 53
.5
4.3 NM

ELEV 14
227° 4.8 NM from FAF
70
TDZE 14
10
97
150
161
11,421 X 151
4

CATEGORY	A	B	C	D	E
S-ILS 22 *	264/24		250 (300-½)		
S-LOC 22 **	440/24	426 (500-½)	440/40	426 (500-¾)	440/50 426 (500-1)
CIRCLING ***	500-1	486 (500-1)	500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

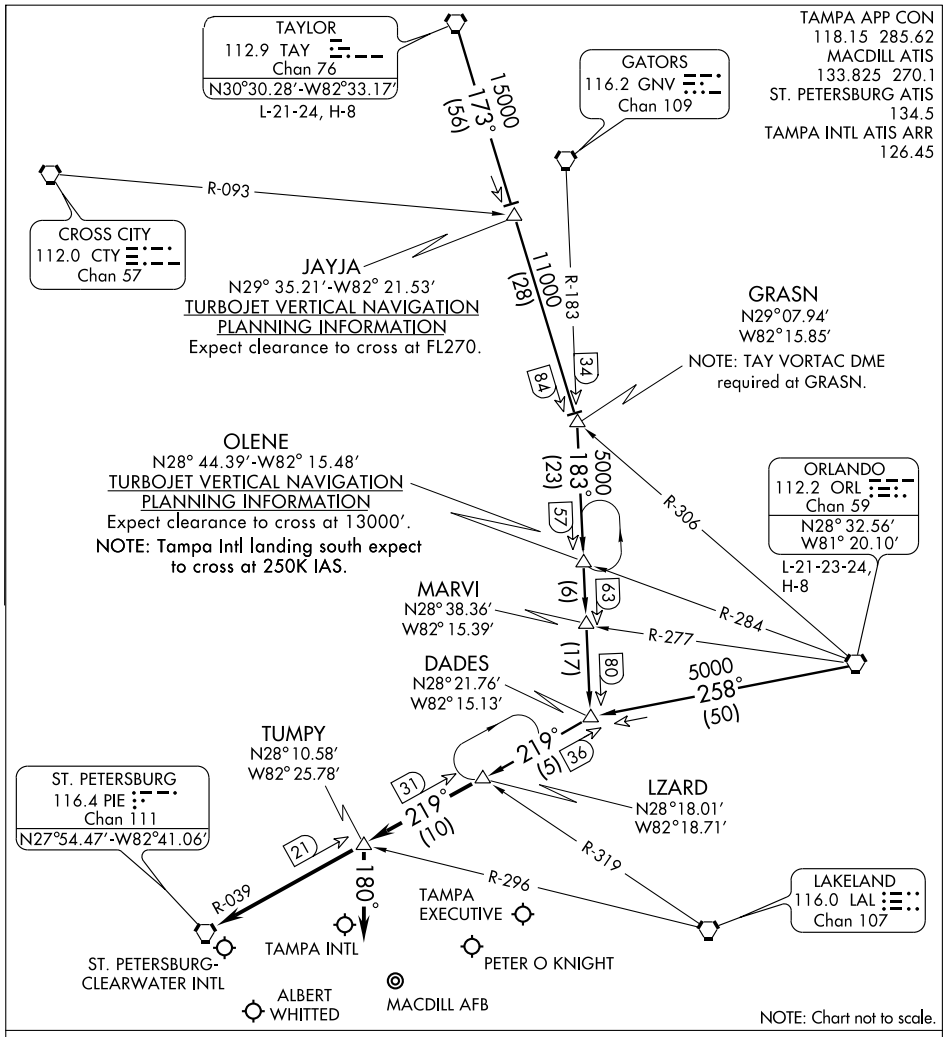
HIRL Rwy 4-22

LOC FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

ST-416 (FAA)

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 4

APCH CRS	Rwy ldg	11,421
042°	TDZE	10
	Arpt Elev	14

AL-418 [USAF]

MACDILL AFB (KMCF)

▼ * When ALS inop, increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles

ALSF-1

MISSED APPROACH: Climb to 1700 direct VRNON, then via 047° track to EATEM and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

*** Circling not authorized NW of Rwy 4-22.

DME/DME RNP-0.3 NA.

Max holding alt 4000 Max holding 265 KIAS

4 NM

047°

227°

EATEM

625

626

640

517

649

234

649

1099

1649

1649

1666

500

VRNON

RW04

410

305

(FAF) EMASE

1600

042°

(7.7)

MSA RW04 25 NM

2700

(IAF) ELEBE

NoPT 1600

087°

(5.0)

(IAF/IF) DUMDE

042°

222°

357°

(5.0)

NoPT 1600

Max holding alt 4000 Max holding 265 KIAS

4 NM

(IAF) GAVNE

EMERG SAFE ALT 100 NM 3000

1700

VRNON

tr 047°

DUMDE

EMASE

1600

042°

1600

RW04

3.00°

TCH 55

4.8 NM

ELEV 14

22

97

150 90

161

11,421 x 150

TDZE 10

042° 4.8 NM from EMASE

HIRL Rwy 4-22

CATEGORY	A	B	C	D	E
LNAV/VNAV* DA	320/24 310 (400-½)		320/40 310 (400-¾)		
LNAV MDA**	420/24 410 (500-½)		420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING ***	500 - 1 486 (500-1)		500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 22

APCH CRS	Rwy ldg	11,421
227°	TDZE	14
	Arpt Elev	14

AL-418 [USAF]

MACDILL AFB (KMCF)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

** Circling not authorized NW of Rwy 4-22.

ALSF-1

MISSED APPROACH: Climb to 1600 direct POSEL, then via 220° track to MILNE and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8

DME/DME RNP-0.3 NA.

(IAF) LUZUM

(5.0) NoPT

1700

182°

4 NM

Max holding alt 4000 Max holding 265 KIAS

227°

047°

NoPT 1700

272° (5.0)

475

(IAF/IF) EATEM

(IAF) NETTM

1600

227° (6.0)

640

625

626

234

(FAF) MOBUE

517

160

649

649

RW22

POSEL

1666

500

410

MSA RW22 25 NM

2700

MILNE

Max holding alt 4000 Max holding 265 KIAS

040°

220°

4 NM

EMERG SAFE ALT 100 NM 3000

1600

POSEL

tr 220°

EATEM

1700

MOBUE

227°

1600

RW22

1.2 NM to RW22

3.00°

TCH 56

4.7 NM

ELEV 14

227° 4.7 NM from MOBUE

70

TDZE 14

10

97

150

161

11,421 X 151

HIRL Rwy 4-22

CATEGORY	A	B	C	D	E
LNAV MDA *	460/24 446 (500-½)		460/40 446 (500-¾)	460/50 446 (500-1)	
CIRCLING **	500-1 486 (500-1)		500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 4

TACAN MCF Chan 47	APCH CRS 040°	Rwy ldg 11,421 TDZE 10 Arpt Elev 14

AL-418 [USAF]

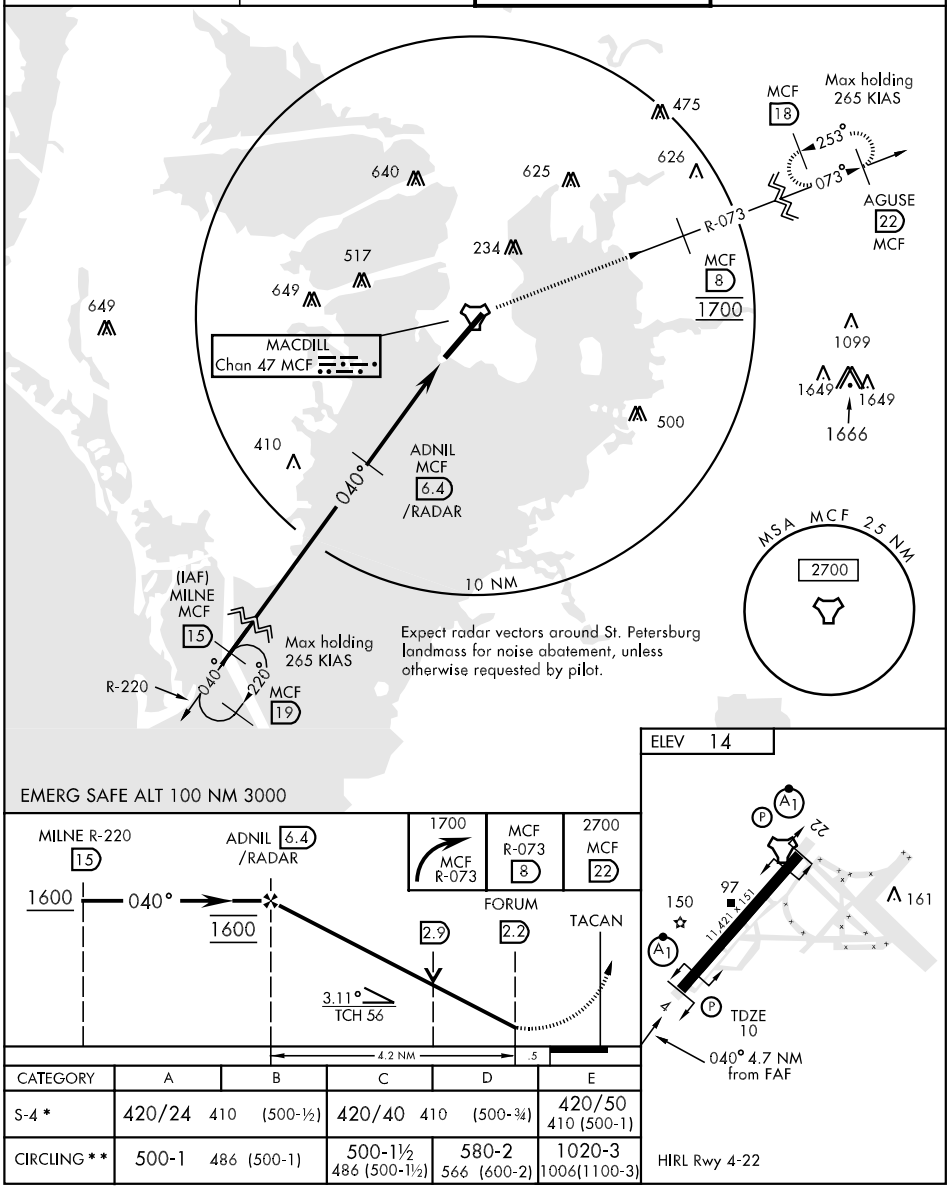
MACDILL AFB (KMCF)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ .
** Circling not authorized NW of Rwy 4-22.

ALSF-1

MISSED APPROACH: Climb to 2700 via MCF R-073 to 22 DME and hold. Cross 8 DME at 1700.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8



CATEGORY	A	B	C	D	E
S-4 *	420/24 410 (500-½)		420/40 410 (500-¾)		420/50 410 (500-1)
CIRCLING * *	500-1 486 (500-1)		500-1½ 486 (500-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

HIRL Rwy 4-22

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 22

TACAN MCF Chan 47	APCH CRS 233°	Rwy ldg 11,421 TDZE 14 Arpt Elev 14

AL-418 [USAF]

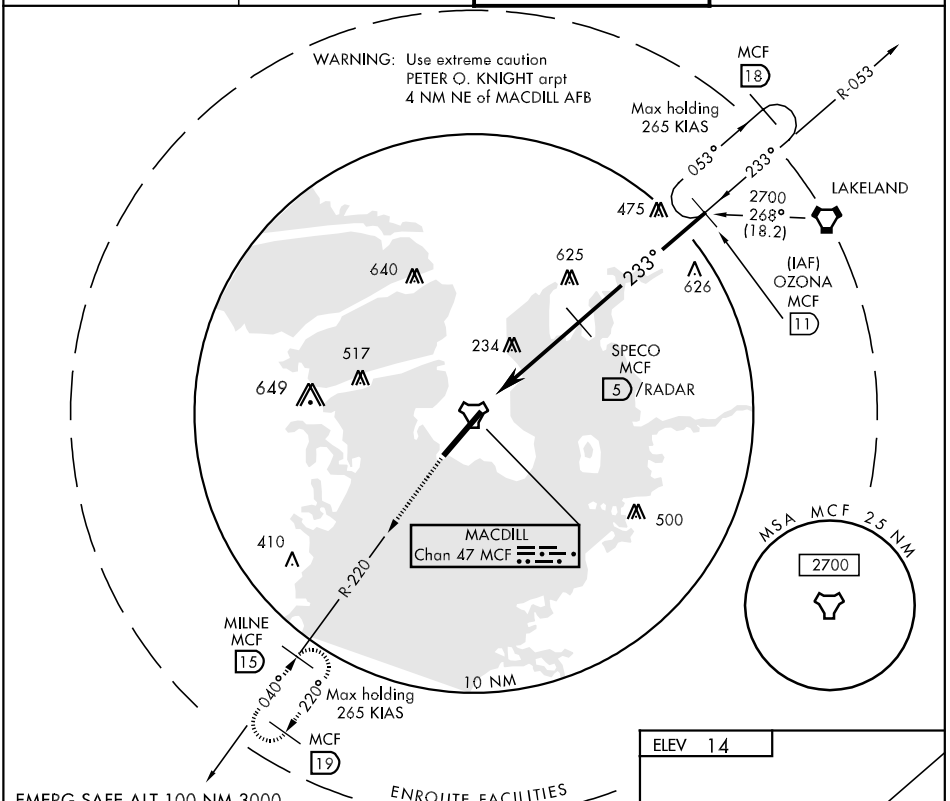
MACDILL AFB (KMCF)

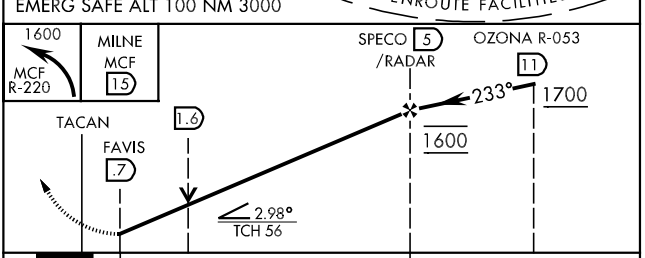
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized NW of Rwy 4-22.

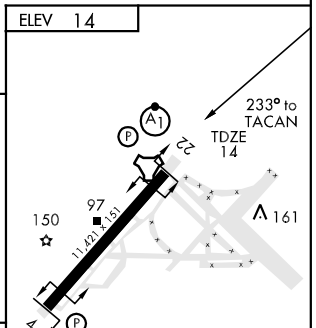
ALSF-1 (A1)

MISSED APPROACH: Climb to 1600 via MCF R-220 to MILNE and hold.

ATIS	TAMPA APP CON	MACDILL TOWER	GND CON
133.825 270.1	124.95 354.0	123.7 294.7	118.575 275.8







CATEGORY	A	B	C	D	E
S-22 *	520/24 506 (600-½)		520/50 506 (600-1)		520/60 506 (600-1¼)
CIRCLING **	520-1 506 (600-1)		520-1½ 506 (600-1½)	580-2 566 (600-2)	1020-3 1006(1100-3)

HIRL Rwy 4-22

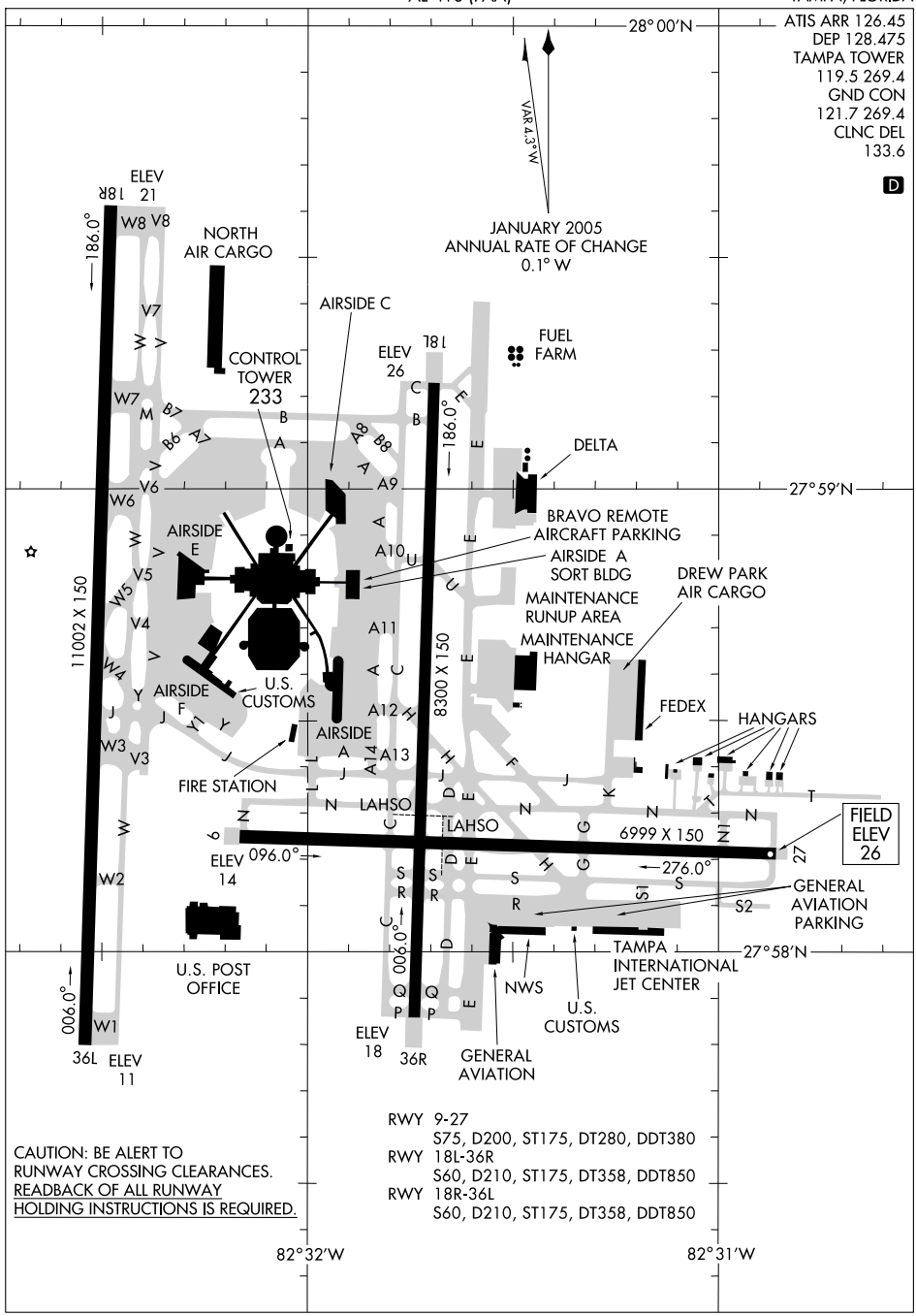
09183

AIRPORT DIAGRAM

AL-416 (FAA)

TAMPA INTL (TPA)

TAMPA, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

BAYPO THREE DEPARTURE (RNAV)

ATIS DEP
128.475
TAMPA TOWER
119.5 269.4
CLNC DEL
133.6
TAMPA DEP CON
118.8 239.3
GND CON
121.7 269.4

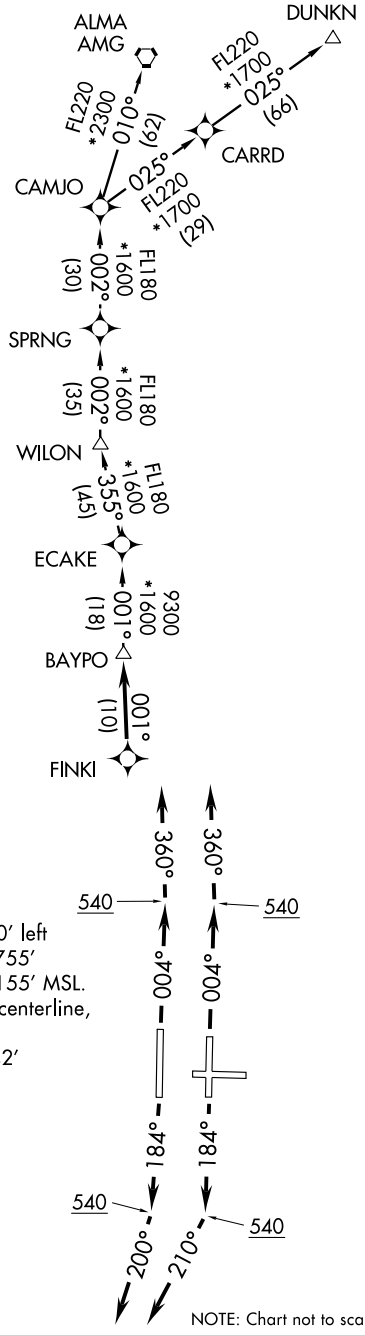
TAKEOFF MINIMUMS:
Rwy 9, 27: NA-ATC.
Rwy 18L, 18R: Standard with a minimum climb of 500' per NM to 540.
Rwy 36L, 36R: Standard with a minimum climb of 500' per NM to 2000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb heading 184° to 540, then climbing right turn heading 210°, expect radar vectors to FINKI, then via 001° track to BAYPO. Thence....
TAKEOFF RWY 18R: Climb heading 184° to 540, then climbing right turn heading 200°, expect radar vectors to FINKI, then via 001° track to BAYPO. Thence....
TAKEOFF RWY 36L/36R: Climb heading 004° to 540, then climbing left turn heading 360°, expect radar vectors to FINKI, then via 001° track to BAYPO. Thence....

....Maintain 6000 or as assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

ALMA TRANSITION (BAYPO3.AMG):
DUNKN TRANSITION (BAYPO3.DUNKN):

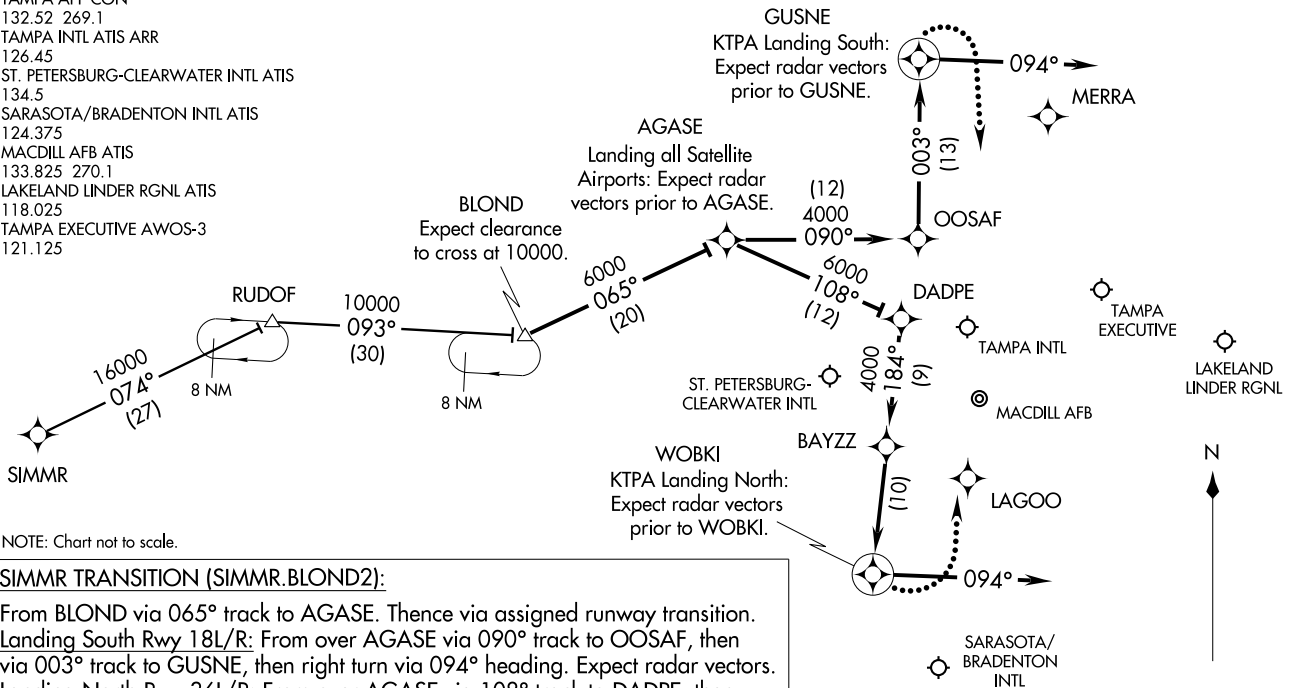


TAKEOFF OBSTACLE NOTES:
Rwy 18L: Antenna on OL building 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL. Building 4755' from DER, 1522' left of centerline, 146' AGL/155' MSL.
Rwy 18R: Trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.
Rwy 36L: Tree 752' from DER, 696' right of centerline, 42' AGL/66' MSL.

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: LAL, ORL, and PIE DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

SE-3, 03 JUN 2010 to 01 JUL 2010

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

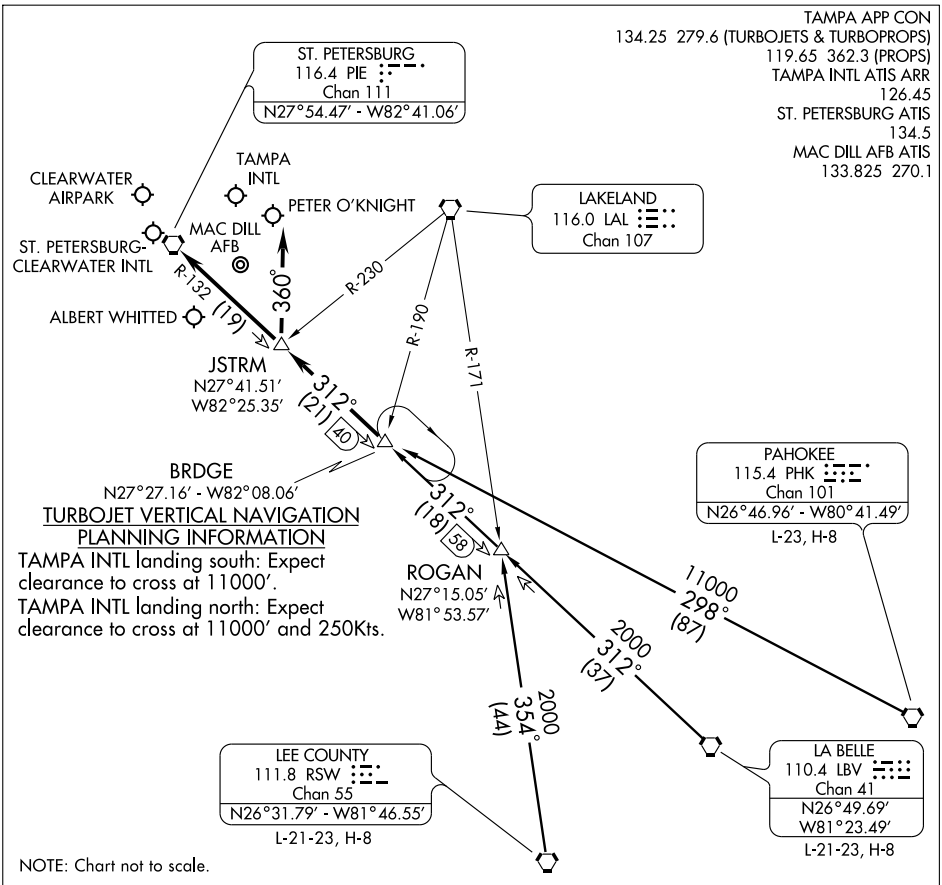
From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

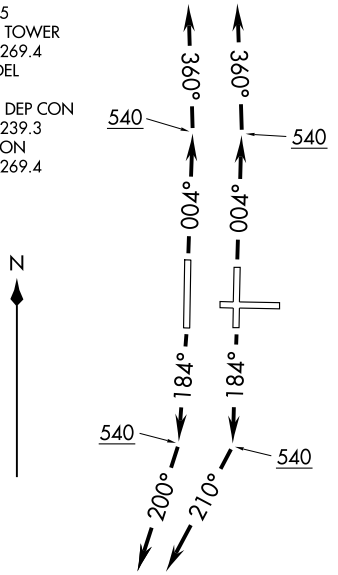
. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

ATIS DEP
128.475
TAMPA TOWER
119.5 269.4
CLNC DEL
133.6
TAMPA DEP CON
118.8 239.3
GND CON
121.7 269.4



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb heading 184° to 540, then climbing right turn heading 210°, expect radar vectors to MILEJ, then via 113° track to CROWD. Thence....

TAKEOFF RWY 18R: Climb heading 184° to 540, then climbing right turn heading 200°, expect radar vectors to MILEJ, then via 113° track to CROWD. Thence....

TAKEOFF RWY 36L/36R: Climb heading 004° to 540, then climbing left turn heading 360°, expect radar vectors to MILEJ, then via 113° track to CROWD. Thence....

....Maintain 6000 or as assigned by ATC. Expect climb to filed altitude within ten minutes after departure.

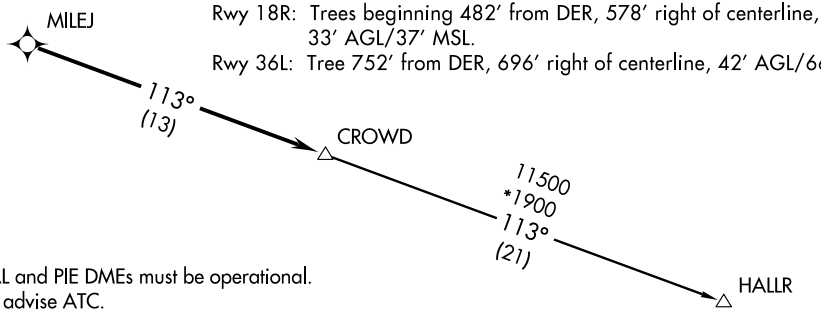
HALLR TRANSITION (CROWD3.HALLR):

TAKEOFF OBSTACLE NOTES:

Rwy 18L: Antenna on OL building 3279′ from DER, 1160′ left of centerline, 145′ AGL/155′ MSL. Building 4755′ from DER, 1522′ left of centerline, 146′ AGL/155′ MSL.

Rwy 18R: Trees beginning 482′ from DER, 578′ right of centerline, up to 33′ AGL/37′ MSL.

Rwy 36L: Tree 752′ from DER, 696′ right of centerline, 42′ AGL/66′ MSL.



TAKEOFF MINIMUMS:
Rwy 9, 27: NA-ATC.
Rwy 18L, 18R, 36L, 36R: Standard.

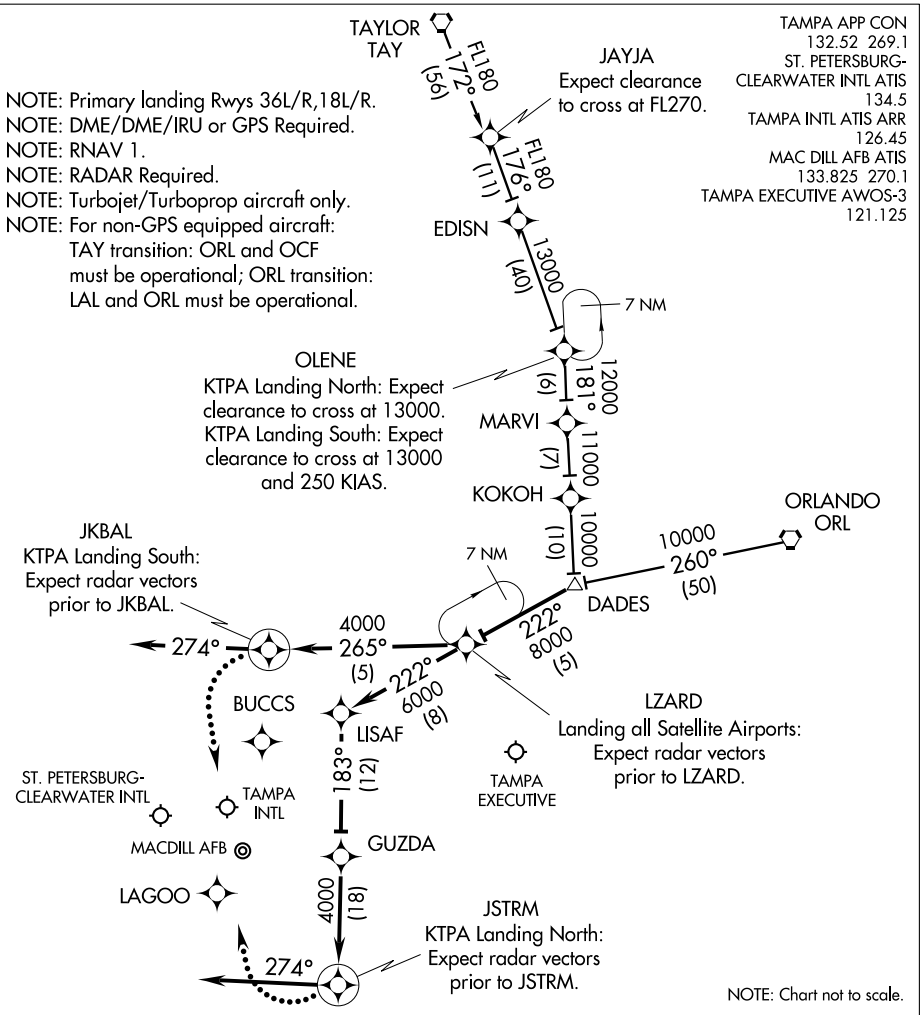
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: LAL and PIE DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Chart not to scale.

(CROWD3.CROWD) 10154
CROWD THREE DEPARTURE (RNAV)
SL-416 (FAA)
TAMPA INTL (TPA)
TAMPA, FLORIDA

DADES TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: TAY transition: ORL and OCF must be operational; ORL transition: LAL and ORL must be operational.

TAMPA APP CON
132.52 269.1
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
TAMPA INTL ATIS ARR
126.45
MAC DILL AFB ATIS
133.825 270.1
TAMPA EXECUTIVE AWOS-3
121.125

ORLANDO TRANSITION (ORL.DADES2):

TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.
KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.
KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

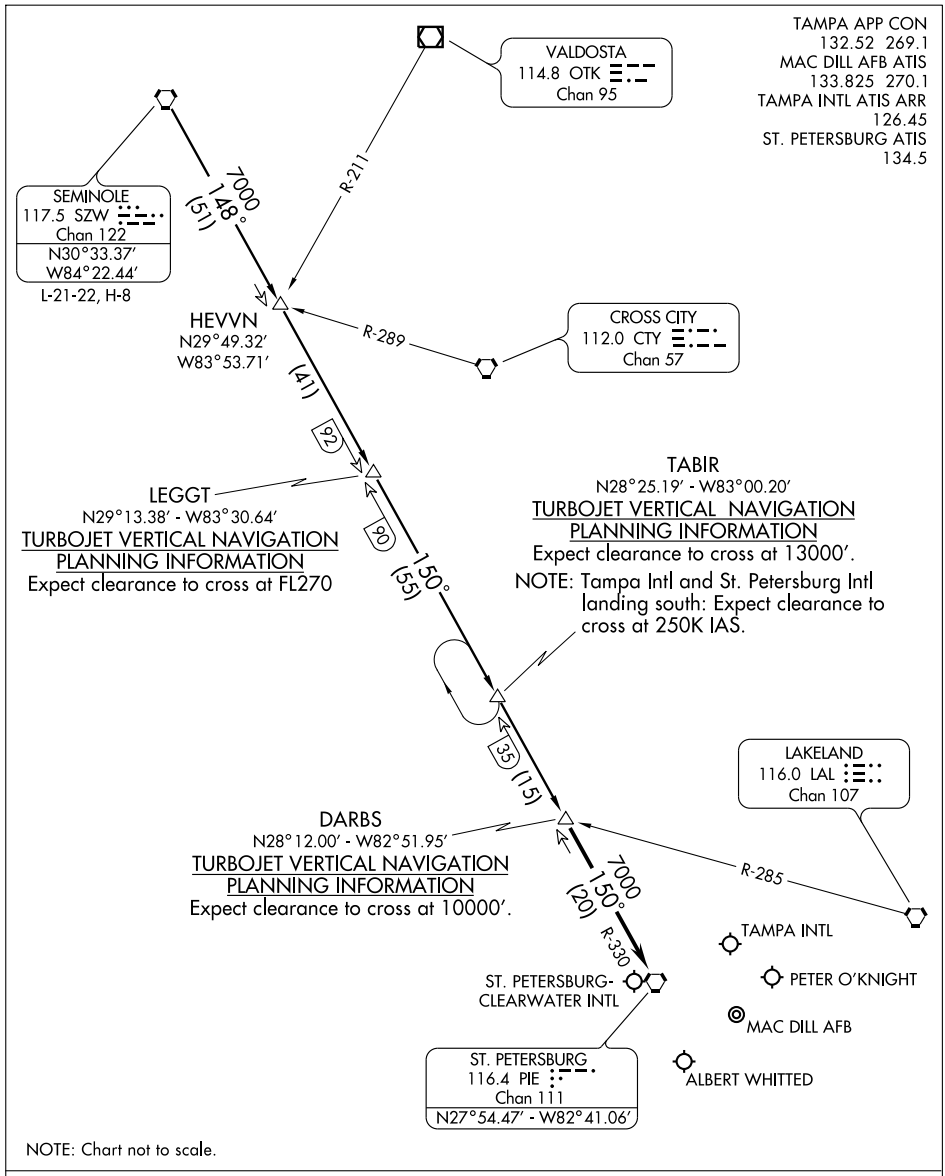
LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA

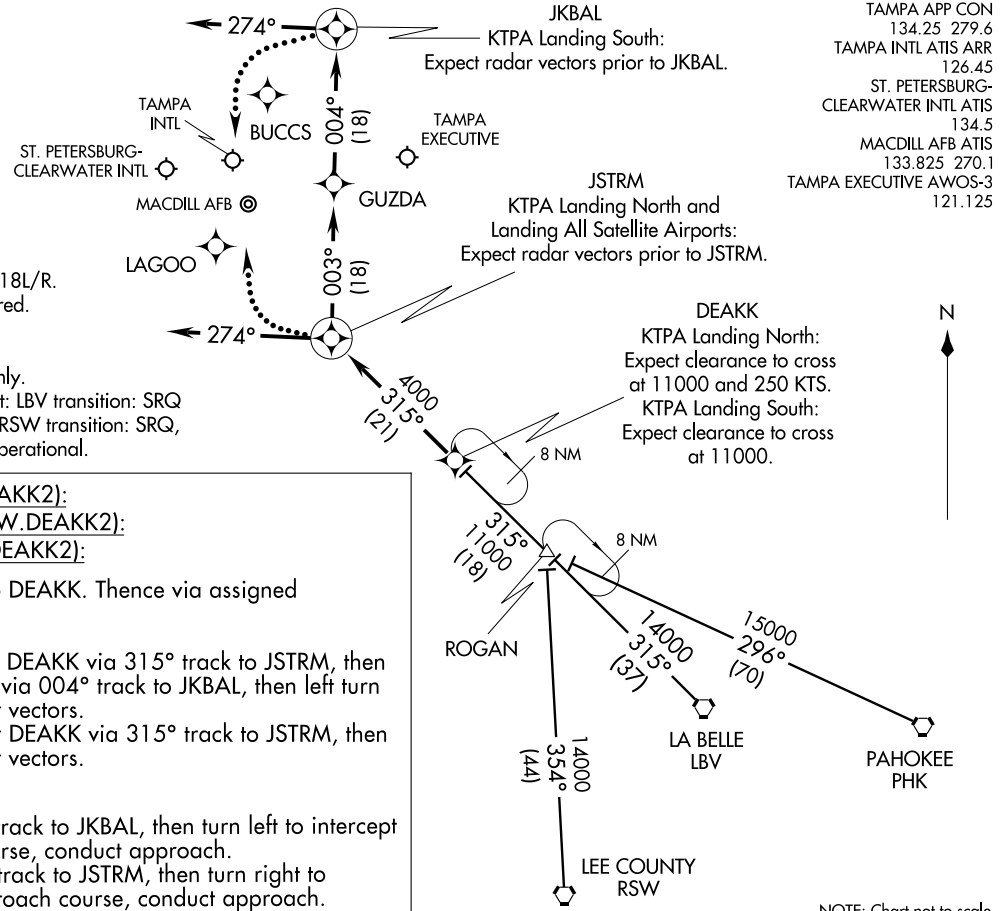


NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

SE-3, 03 JUN 2010 to 01 JUL 2010



NOTE: Primary landing Rwys 36L/R, 18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ, LAL, RSW, and LBV must be operational.

LA BELLE TRANSITION (LBV.DEAKK2):
LEE COUNTY TRANSITION (RSW.DEAKK2):
PAHOKEE TRANSITION (PHK.DEAKK2):

From ROGAN via 315° track to DEAKK. Thence via assigned runway transition.

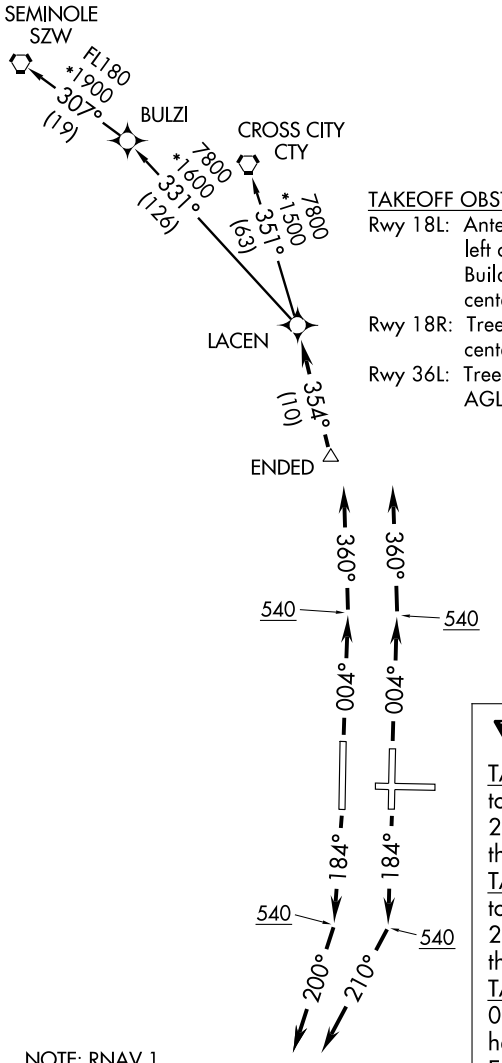
KTPA Landing South: From over DEAKK via 315° track to JSTRM, then via 003° track to GUZDA, then via 004° track to JKBAL, then left turn via 274° heading. Expect radar vectors.
KTPA Landing North: From over DEAKK via 315° track to JSTRM, then via 274° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

ENDED THREE DEPARTURE (RNAV)

ATIS DEP
128.475
TAMPA TOWER
119.5 269.4
CLNC DEL
133.6
TAMPA DEP CON
118.8 239.3
GND CON
121.7 269.4



TAKEOFF OBSTACLE NOTES:

Rwy 18L: Antenna on OL building 3279′ from DER, 1160′ left of centerline, 145′ AGL/155′ MSL. Building 4755′ from DER, 1522′ left of centerline, 146′ AGL/155′ MSL.

Rwy 18R: Trees beginning 482′ from DER, 578′ right of centerline, up to 33′ AGL/37′ MSL.

Rwy 36L: Tree 752′ from DER, 696′ right of centerline, 42′ AGL/66′ MSL.

TAKEOFF MINIMUMS:

Rwy 9, 27: NA-ATC.

Rwy 18L, 18R, 36L, 36R: Standard with a minimum climb of 500′ per NM to 540.

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: LAL, ORL, and PIE DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb heading 184° to 540, then climbing right turn heading 210°, expect radar vectors to ENDED, then via 354° track to LACEN. Thence....

TAKEOFF RWY 18R: Climb heading 184° to 540, then climbing right turn heading 200°, expect radar vectors to ENDED, then via 354° track to LACEN. Thence....

TAKEOFF RWY 36L/36R: Climb heading 004° to 540, then climbing left turn heading 360°, expect radar vectors to ENDED, then via 354° track to LACEN. Thence....

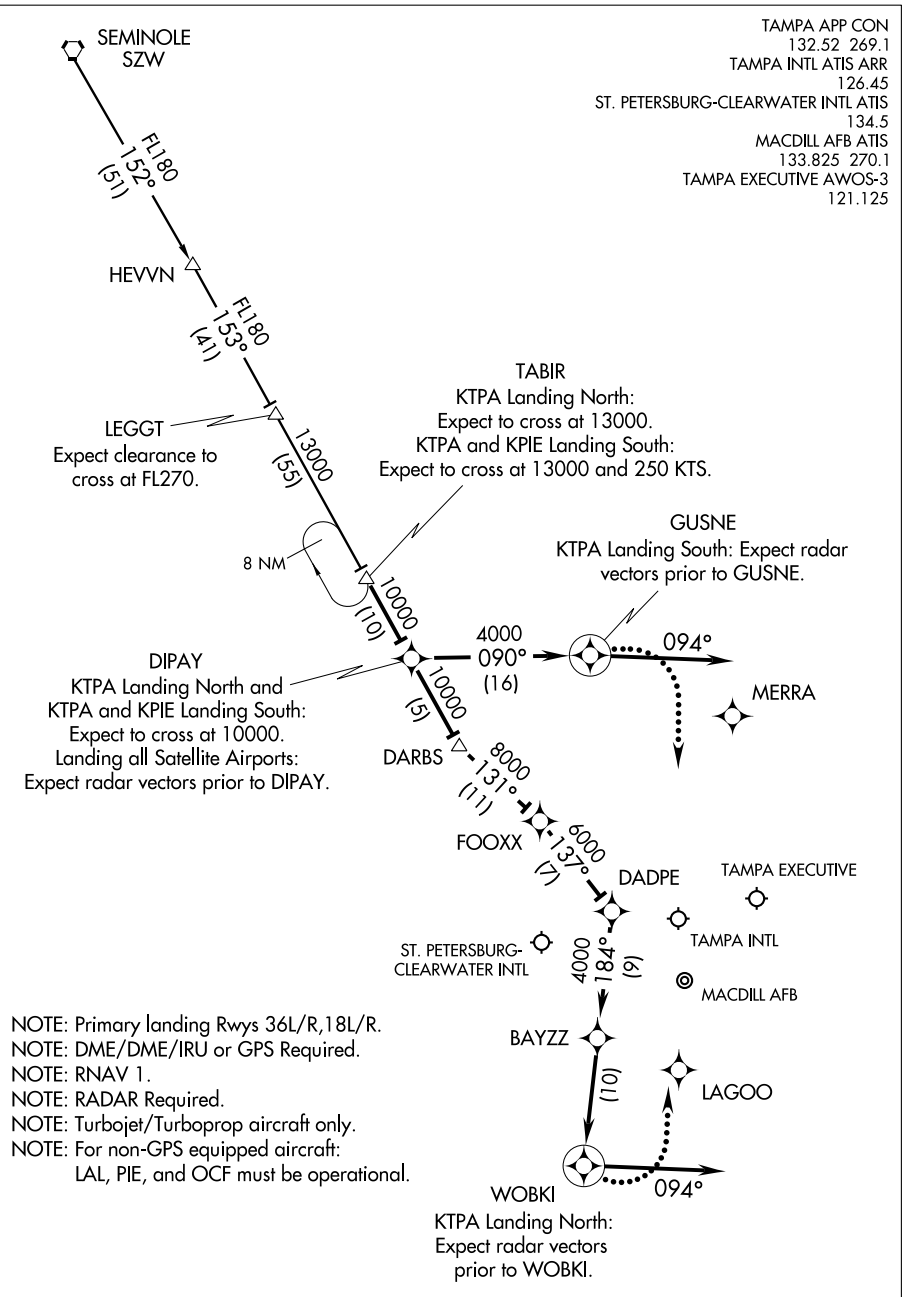
....Maintain 6000 or as assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

CROSS CITY TRANSITION (ENDED3.CTY):

SEMINOLE TRANSITION (ENDED3.SZW):

FOOXX TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft:
LAL, PIE, and OCF must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

FOOXX TWO ARRIVAL (RNAV)

SEMINOLE TRANSITION (SZW.FOOXX2):

From TABIR via 153° track to DIPAY, thence via assigned runway transition.
Landing South Rwy 18L/R: From over DIPAY via 090° track to GUSNE, then via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over DIPAY via 153° track to DARBS, then via 131° track to FOOXX, then via 137° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

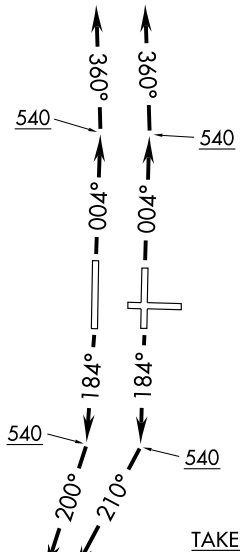
LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final appoach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

GANDY THREE DEPARTURE (RNAV)

ATIS DEP
128.475
TAMPA TOWER
119.5 269.4
CLNC DEL
133.6
TAMPA DEP CON
118.8 239.3
GND CON
121.7 269.4



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb heading 184° to 540, then climbing right turn heading 210°, expect radar vectors to GANDY, then via 159° track to PAIRS. Thence....

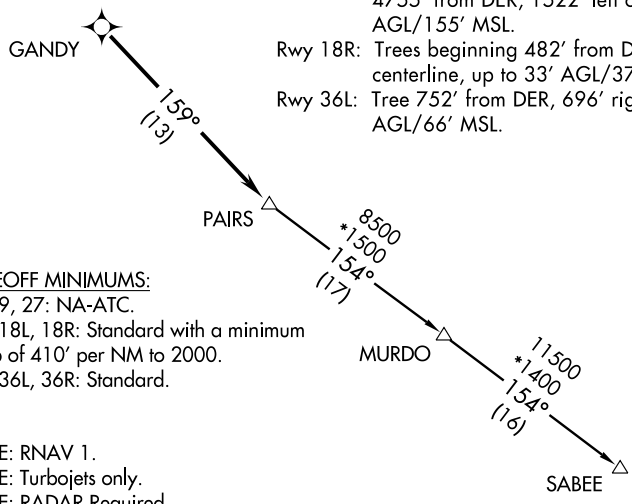
TAKEOFF RWY 18R: Climb heading 184° to 540, then climbing right turn heading 200°, expect radar vectors to GANDY, then via 159° track to PAIRS. Thence....

TAKEOFF RWY 36L/36R: Climb heading 004° to 540, then climbing left turn heading 360°, expect radar vectors to GANDY, then via 159° track to PAIRS. Thence....

....Maintain 6000 or as assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

SABEE TRANSITION (GANDY3.SABEE):

TAKEOFF OBSTACLE NOTES:
Rwy 18L: Antenna on OL building 3279′ from DER, 1160′ left of centerline, 145′ AGL/155′ MSL. Building 4755′ from DER, 1522′ left of centerline, 146′ AGL/155′ MSL.
Rwy 18R: Trees beginning 482′ from DER, 578′ right of centerline, up to 33′ AGL/37′ MSL.
Rwy 36L: Tree 752′ from DER, 696′ right of centerline, 42′ AGL/66′ MSL.



TAKEOFF MINIMUMS:
Rwy 9, 27: NA-ATC.
Rwy 18L, 18R: Standard with a minimum climb of 410′ per NM to 2000.
Rwy 36L, 36R: Standard.

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: PIE and SRQ DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-TPA	APP CRS	Rwy Idg	8300
110.3	184°	TDZE	26
		Apt Elev	26

ILS or LOC RWY 18L

TAMPA INTL (TPA)

For inoperative ALSF, increase S-ILS 18L Cat E visibility to RVR 4000 and increase S-LOC 18L Cat E visibility to 1½ . RADAR Required. Simultaneous approaches authorized with Rwy 18R.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 2800 via heading 150° and PIE R-132 to GIBBS INT/PIE 29.3 DME and hold.

ATIS	ARR	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
	126.45	128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

RADAR REQUIRED

ENROUTE FACILITIES

10 NM

004°

184°

BUCCS RADAR

LOM COSME 368 TP

MSA TP 25 NM

2700

649 474 131± 276 335 121 179 MM IM 186 254 151 242 622 149 257

LOCALIZER 110.3 I-TPA

ST. PETERSBURG 116.4 PIE Chan 111

LAKELAND 116.0 LAL Chan 107

R-132

R-209

GIBBS PIE 29.3

132°

312°

ELEV 26

D

184° 5.9 NM from FAF

18R 18L 134 TDZE 26 187 233 87± 6999 X 150 8300 X 150 11002 X 150 6 27 36R 36L

REIL Rwy 36R

TDZ/CL Rwys 18L and 36L

HIRL Rwys 18L-36R, 9-27 and 18R-36L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

600	2800	PIE	GIBBS
	hdg 150°	R-132	△

VGSI and ILS glidepath not coincident.

BUCCS RADAR

LOM 1981

184°

*3000

MM IM

2000

*2000 when authorized by ATC.

GS 3.00°

TCH 51

0.2 0.3 5.4 NM 3.1 NM

CATEGORY	A	B	C	D	E
S-ILS 18L	226/18 200 (200-½)				226/24 200 (200-½)
S-LOC 18L	440/24 414 (500-½)		440/40 414 (500-¾)		440/50 414 (500-1)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)	NA

SE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-JRT	APP CRS	Rwy Idg 11002
108.5	184°	TDZE 21
Chan 22		Apt Elev 26

ILS or LOC RWY 18R

TAMPA INTL (TPA)

For inoperative MALSR, increase S-ILS 18R all Cats visibility to RVR 4000 and S-LOC 18R Cat E visibility to 1½ mile. Simultaneous approach authorized with Rwy 18L. LOC procedure NA during simultaneous operations. Autopilot coupled approach NA.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct PIE VORTAC and hold, continue climb-in-hold to 3000 (TACAN aircraft climb to 500 then climbing right turn to 4000 direct PIE VORTAC then via PIE VORTAC R-270 to LAFAL INT/PIE 8 DME and hold W, RT, 090° inbound.)

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

DME or RADAR REQUIRED

MSA PIE 25 NM
2700

(IF/IAF) MERRA I-JRT 14.2 RADAR

FADDI I-JRT 11.1 RADAR

JMBOB I-JRT 7.9 RADAR

*3000 (3.1)

2000 (3.1)

*2000 when assigned by ATC.

004° 1 min 184°

ALTERNATE MISSED APCH FIX

CARIR SRQ 16.8

116.0 LAL R-237 Chan 107

184° 004°

117.0 SRQ R-004 Chan 117

ST. PETERSBURG 116.4 PIE Chan 111

*4000 to MERRA 024° (19.1)

LAFAL INT PIE 8

R-336 090° 270°

R-270 090° 270°

117.0 SRQ Chan 117

15 NM

LOCALIZER 108.5 I-JRT Chan 22

1549 649 649 474 276 335 MM 179 121 254 186 257 622 632 149 242 1649

ELEV 26 D

TDZE 21

184° 5.9 NM from FAF

18R 18L 134 187 233 87± 151 9 27 36R 36L

11002 X 150

8300 X 150

6999 X 150

REIL Rwy 36R

TDZ/CL Rwys 18L and 36L

HIRL Rwys 18L-36R, 9-27 and 18R-36L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

500 3000 PIE

VGSI and ILS glidepath not coincident.

One Minute Holding Pattern

*When assigned by ATC intercept glidepath at 3000 or 4000.

MERRA I-JRT 14.2 RADAR

FADDI I-JRT 11.1 RADAR

*2000 when assigned by ATC.

JMBOB I-JRT 7.9 RADAR

I-JRT 3.1

I-JRT 2

MM

2000

184°

004° 184°

*4000

*3000

2000

GS 3.00° TCH 55

0.4 0.7 4.8 NM 3.1 NM 3.1 NM

CATEGORY	A	B	C	D	E
S-ILS 18R	221/18 200 (200-½)				221/24 200 (200-½)
S-LOC 18R	440/24 419 (500-½)		440/40 419 (500-¾)		440/50 419 (500-1)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)	940-3 914 (1000-3)

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-AMP	APP CRS	Rwy Idg	10800
108.9	004°	TDZE	12
		Apt Elev	27

ILS or LOC RWY 36L

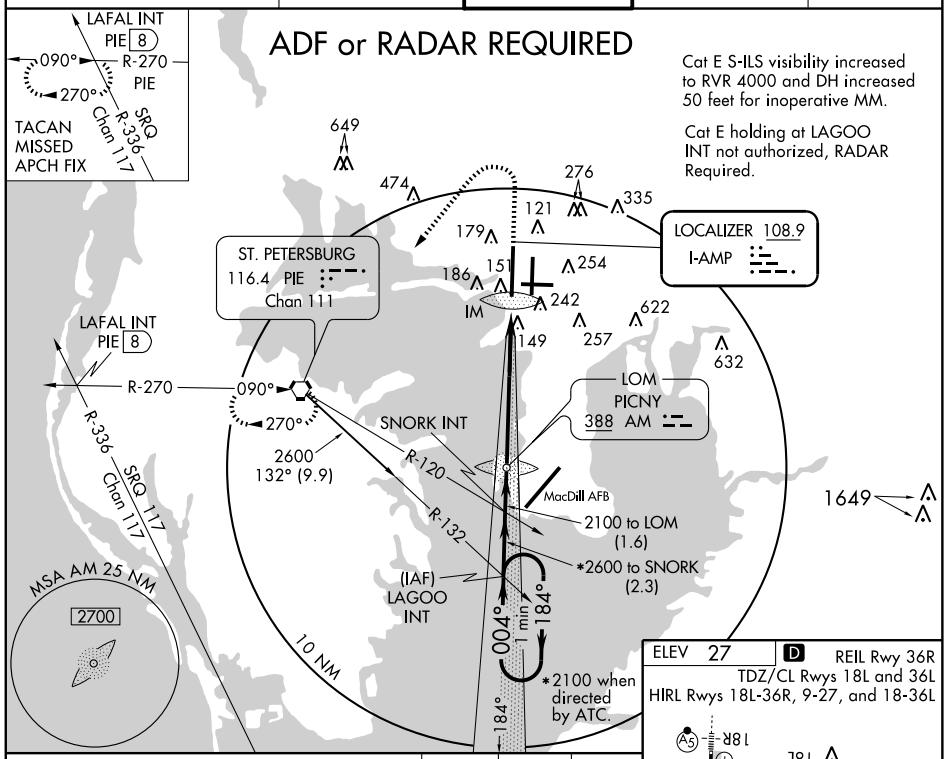
TAMPA INTL (TPA)

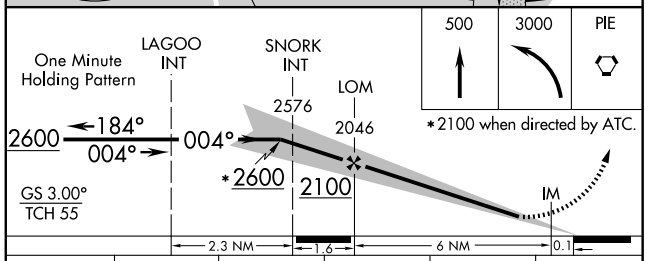
Cat E S-ILS visibility increased to RVR 4000, and Cat E S-LOC visibility increased to RVR 6000 for inoperative ALSF-1.

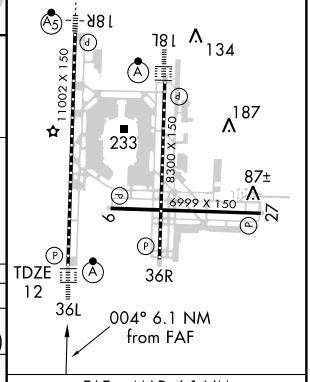
ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold. TACAN aircraft continue to 4000 direct PIE VORTAC then via PIE R-270 to LAFAL INT/8 DME SRQ R-336 and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6







CATEGORY	A	B	C	D	E
S-ILS 36L	212/18	200 (200-½)			212/24 200 (200-½)
S-LOC 36L	440/24	428 (500-½)	440/40 428 (500-¾)	440/50	428 (500-1)
CIRCLING	560-1	533 (600-1)	560-1½ 533 (600-1½)	580-2 533 (600-2)	940-3 913 (1000-3)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-TPA	APP CRS	Rwy Idg	8300
110.3	184°	TDZE	26
		Apt Elev	26

ILS RWY 18L (CAT II)

TAMPA INTL (TPA)

Simultaneous approaches authorized with Rwy 18R. RADAR Required.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 2800 via heading 150° and PIE R-132 to GIBBS INT/PIE 29.3 DME and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

RADAR REQUIRED

ENROUTE FACILITIES

10 NM

004°

184°

BUCCS RADAR

LOM COSME 368 TP

MSA TP 25 NM 2700

649 474 131± 276 335 121 179 MM IM 186 254 151 242 622 149 257

LOCALIZER 110.3 I-TPA

ST. PETERSBURG 116.4 PIE Chan 111

LAKELAND 116.0 LAL Chan 107

R-132

R-209

GIBBS PIE 29.3

132°

312°

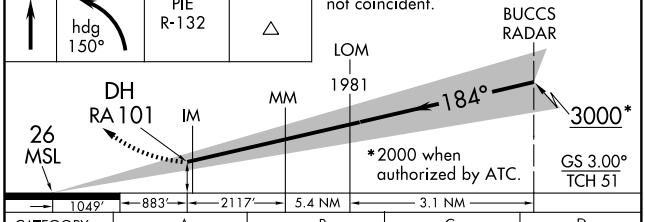
ELEV 26 D

18R 18L 134 TDZE 26 187 233 87± 11002 X 150 8300 X 150 6999 X 150 6 27 36R 36L

REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L

600 | 2800 hdg 150° | PIE R-132 | GIBBS

VGSI and ILS glidepath not coincident.



CATEGORY	A	B	C	D
S-ILS 18L	RA 101/12	100	DA 126	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-AMP	APP CRS	Rwy Idg	10800
108.9	004°	TDZE	12
		Apt Elev	27

ILS RWY 36L (CAT II)

TAMPA INTL (TPA)

Cat E S-ILS visibility increased to RVR 4000, and Cat E S-LOC visibility increased to RVR 6000 for inoperative ALSF-1.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold. TACAN aircraft continue to 4000 direct PIE VORTAC then via PIE R-270 to LAFAL INT/8 DME SRQ R-336 and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

ADF or RADAR REQUIRED

Cat E S-ILS visibility increased to RVR 4000 and DH increased 50 feet for inoperative MM.

Cat E holding at LAGOO INT not authorized, RADAR Required.

LAFAL INT PIE 8
090° R-270
270° PIE
SRQ R-336 Chan 117
TACAN MISSED APCH FIX

ST. PETERSBURG 116.4 PIE Chan 111

LOCALIZER 108.9 I-AMP

LOM PICNY 388 AM

SNORK INT

2600 132° (9.9)

R-120 R-132

MacDill AFB

2100 to LOM (1.6)

*2600 to SNORK (2.3)

(IAF) LAGOO INT

004° 184° 1 min

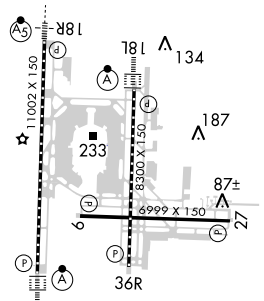
*2100 when directed by ATC.

MSA AM 25 NM 2700

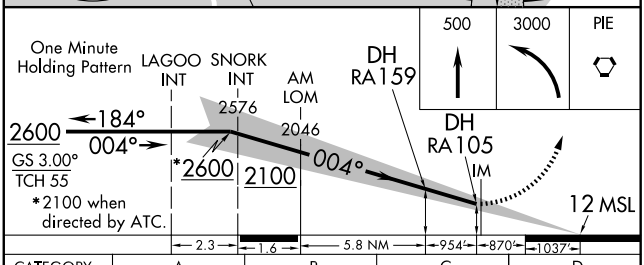
10 NM

649 474 276 335 121 179 254 186 151 242 IM 149 257 622 632 1649

ELEV 27 D



REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L



CATEGORY	A	B	C	D
S-ILS 36L	RA 159/16	150	DA 162	
S-ILS 36L	RA 105/12	100	DA 112	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-3. 03 JUN 2010 to 01 JUL 2010

LOC I-AMP	APP CRS	Rwy Idg	10800
108.9	004°	TDZE	12
		Apt Elev	27

ILS RWY 36L (CAT III)

TAMPA INTL (TPA)

Cat E S-ILS visibility increased to RVR 4000, and Cat E S-LOC visibility increased to RVR 6000 for inoperative ALSF-1.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct PIE VORTAC and hold. TACAN aircraft continue to 4000 direct PIE VORTAC then via PIE R-270 to LAFAL INT/8 DME SRQ R-336 and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

ADF or RADAR REQUIRED

Cat E S-ILS visibility increased to RVR 4000 and DH increased 50 feet for inoperative MM.

Cat E holding at LAGOO INT not authorized, RADAR Required.

LAFAL INT PIE 8 090° R-270 PIE 270° SRQ R-336 Chan 117

TACAN MISSED APCH FIX

ST. PETERSBURG 116.4 PIE Chan 1..

LOCALIZER 108.9 I-AMP

LOM PICNY 388 AM

SNORK INT

2600 132° (9.9)

R-120 R-132

MacDill AFB

2100 to LOM (1.6)

*2600 to SNORK (2.3)

(IAF) LAGOO INT

004° 184° 1 min

*2100 when directed by ATC.

MSA AM 25 NM 2700

10 NM

649 474 276 335 121 179 186 151 254 242 IM 149 257 622 632 1649

500	3000	PIE

One Minute Holding Pattern

LAGOO INT SNORK INT AM LOM

2600 184° 004° GS 3.00° TCH 55

*2600 2100 2576 2046 IM 109 004° 12 MSL

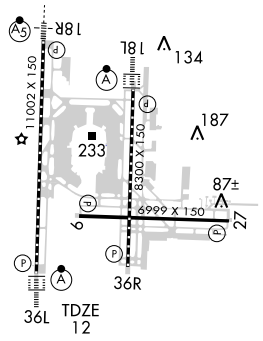
*2100 when directed by ATC.

2.3 1.6 6 NM 827' 1037'

CATEGORY	A	B	C	D
S-ILS 36L	CAT IIIa RVR 07			
S-ILS 36L	CAT IIIb RVR 06			

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 27 D



REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L

SE-3. 03 JUN 2010 to 01 JUL 2010

LOC/DME I-TWJ	APP CRS	Rwy Idg	8300
111.95	004°	TDZE	20
Chan 56 (Y)		Apt Elev	26

LOC RWY 36R

TAMPA INTL (TPA)

ADF Required.

MISSED APPROACH: Climb to 2000 direct COSME LOM and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

LOM COSME 368 TP

LAKELAND 116.0 LAL Chan 107 R-281 101° 281°

ALTERNATE MISSED APCH FIX

LOCALIZER 111.95 I-TWJ Chan 56 (Y)

ANAZE INT I-TWJ 8.2 RADAR

(IF/IAF) MUWTY INT I-TWJ 14.3 LAL 31.2

116.0 LAL Chan 107 R-253 R-242

3000 242° (31.2) 1649

LAKELAND 116.0 LAL Chan 107

MSA TP 25 NM 2700

10 NM

2600 004° (6.1)

184° 004° 1 min 184°

649 474 276 335 179 121 151 186 254 242 257 622 149 632 189

One Minute Holding Pattern

MUWTY INT I-TWJ 14.3

ANAZE INT I-TWJ 8.2 RADAR

2000 TP

2600 184° 004° 004° 2600

I-TWJ 3

I-TWJ 1.5

VGSI and descent angles not coincident.

3.56° TCH 55

6.1 NM 5.2 NM 1.5

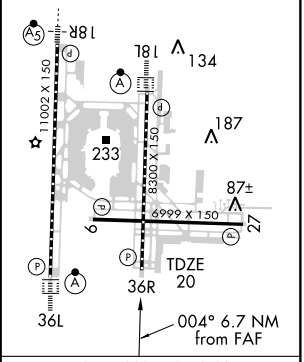
ELEV 26

D

HIRL Rwys 18L-36R, 9-27 and 18R-36L

REIL Rwy 36R

TDZ/CL Rwys 18L and 36L



CATEGORY	A	B	C	D
S-36R	540-1 520 (600-1)		540-1½ 520 (600-1½)	540-1¾ 520 (600-1¾)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)

FAF to MAP 6.7 NM

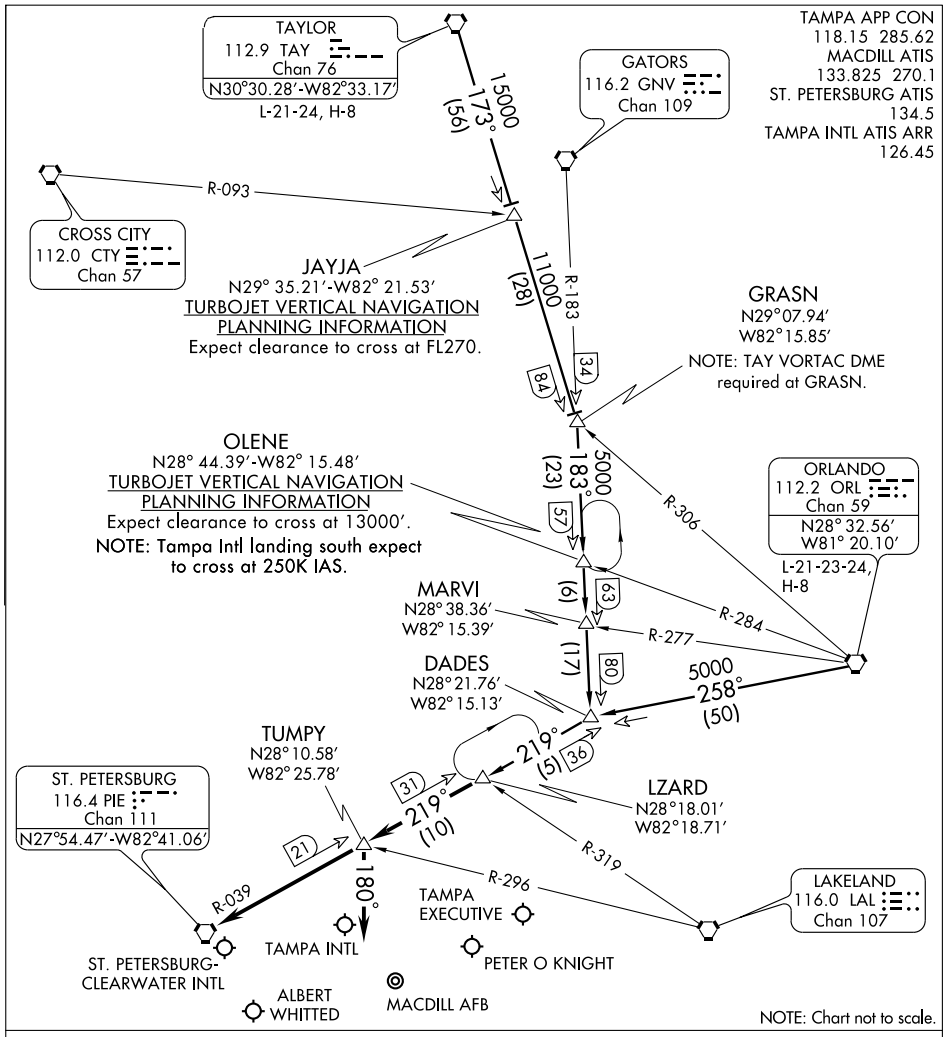
Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

SE-3, 03 JUN 2010 to 01 JUL 2010

ST-416 (FAA)

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6999
094°	TDZE	20
	Apt Elev	26

RNAV (GPS) RWY 9

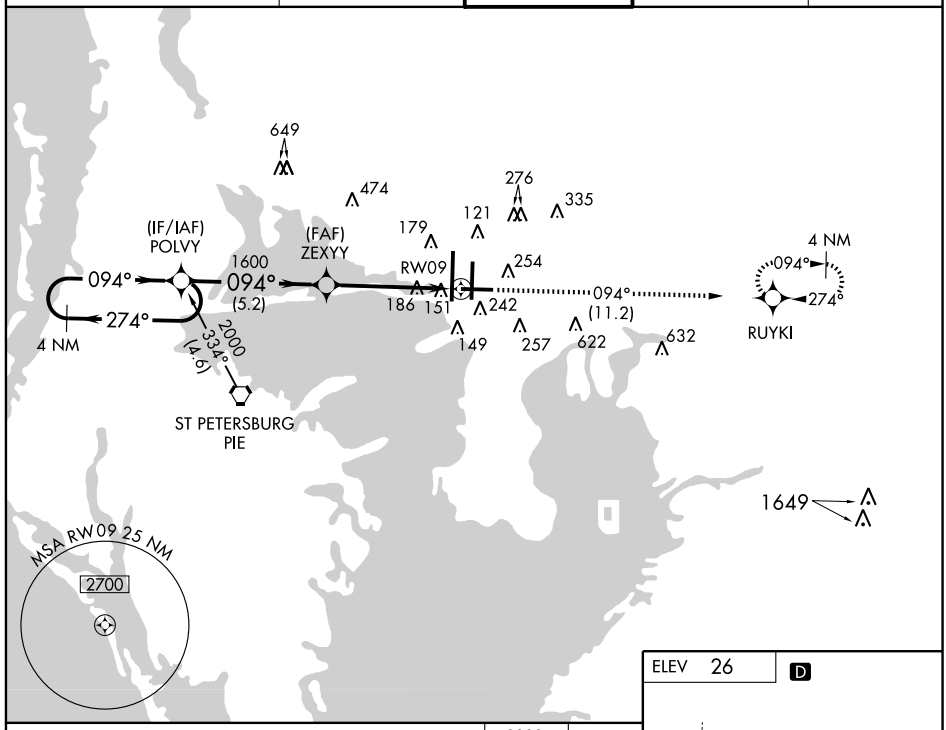
TAMPA INTL (TPA)

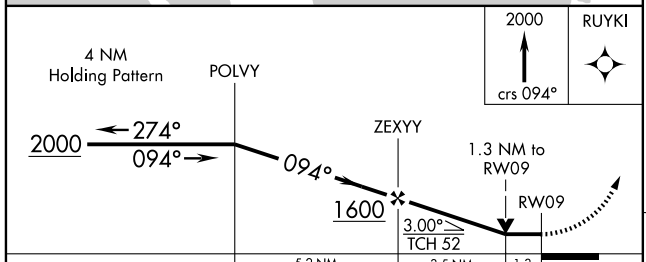
NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

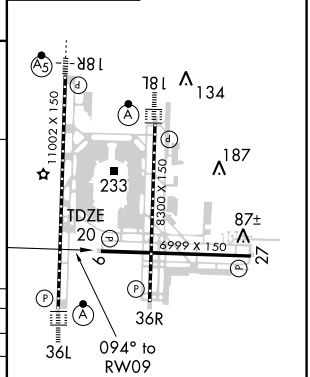
MISSED APPROACH: Climb to 2000 via 094° course to RUYKI WP and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	480-1 460 (500-1)		480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)



REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27, and 18R-36L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	11002
CH 40406	184°	TDZE	21
W18B		Apt Elev	26

RNAV (GPS) RWY 18R

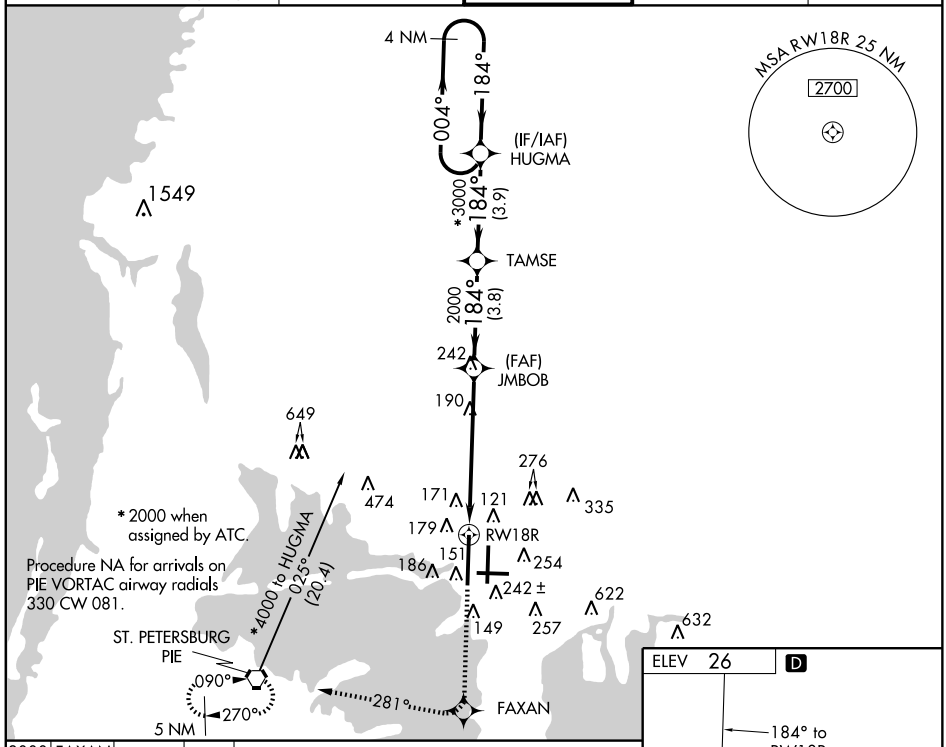
TAMPA INTL (TPA)

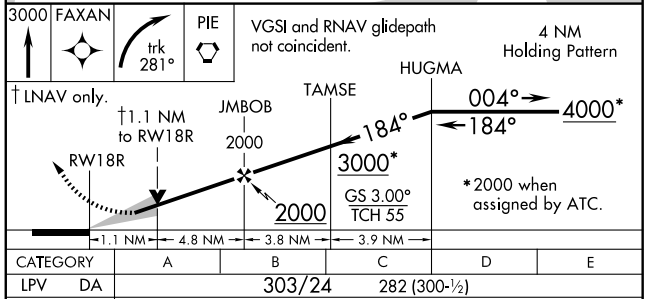
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1½ mile, and LNAV Cat D visibility to RVR 6000 and Cat E visibility to 1½ mile.

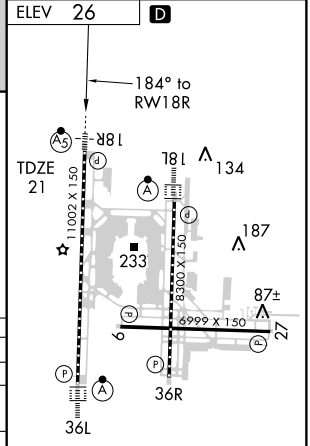
MALSR

MISSED APPROACH: Climb to 3000 direct FAXAN and right turn via 281° track to PIE VORTAC and hold, continue climb-in-hold to 3000.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6







CATEGORY	A	B	C	D	E
LPV DA	303/24 282 (300-½)				
LNAV/VNAV DA	465/50 444 (500-1)				
LNAV MDA	440/24 419 (500-½)		440/40 419 (500-¾)	440/50 419 (500-1)	
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)	940-3 914 (1000-3)

REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27, and 18R-36L

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6999
274°	TDZE	26
	Apt Elev	26

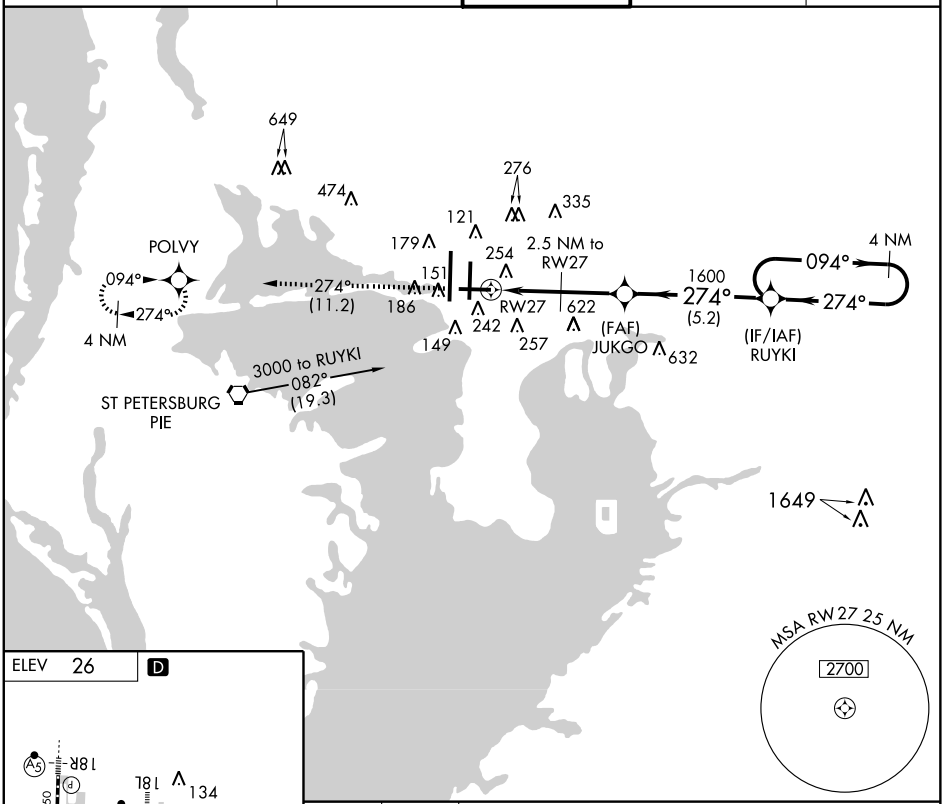
RNAV (GPS) RWY 27
TAMPA INTL (TPA)

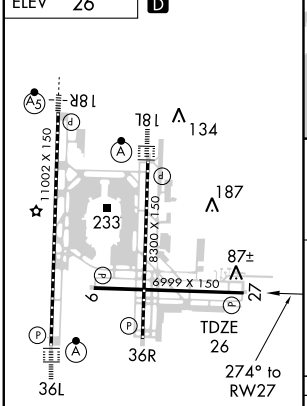
NA

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

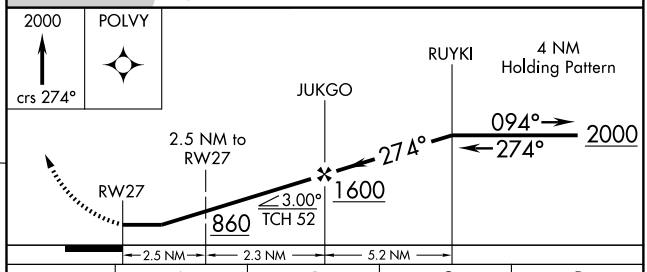
MISSED APPROACH: Climb to 2000 via 274° course to POLVY WP and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27 and 18R-36L



CATEGORY	A	B	C	D
LNAV MDA	520-1 494 (500-1)		520-1¼ 494 (500-1¼)	520-1½ 494 (500-1½)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	10800
CH 50406	004°	TDZE	11
W36A		Apt Elev	26

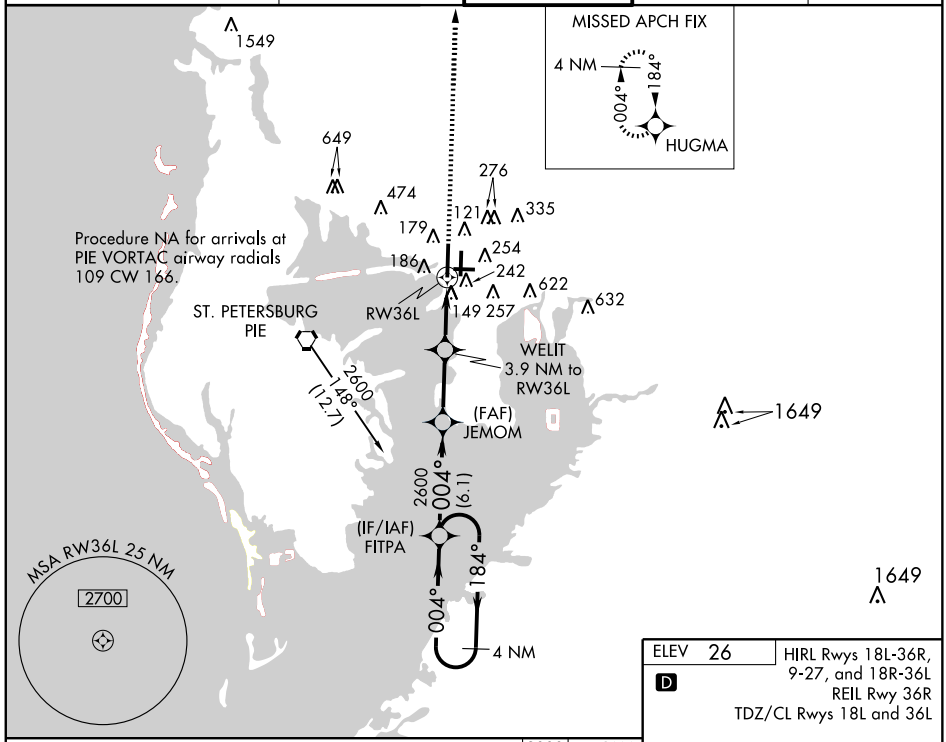
RNAV (GPS) RWY 36L
TAMPA INTL (TPA)

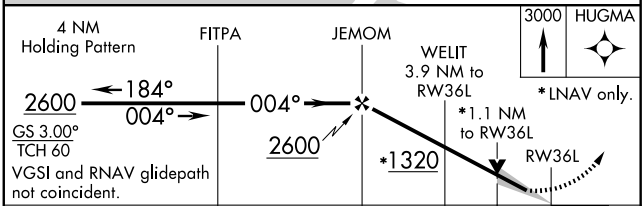
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative ALSF, increase LPV all Cats visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to 1¾ mile, and increase LNAV Cat D visibility to RVR 6000 and Cat E to 1½ mile. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct HUGMA and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6



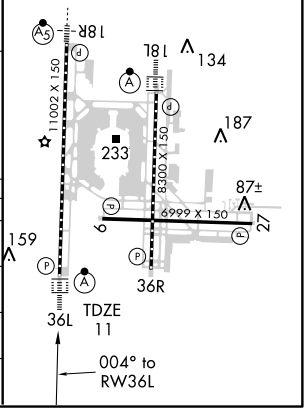


CATEGORY	A	B	C	D	E
LPV DA	211/18 200 (200-½)				211/24 200 (200-½)
LNAV/VNAV DA	494/60 483 (500-1¼)				
LNAV MDA	420/24 409 (400-½)		420/40 409 (400-¾)	420/50 409 (400-1)	
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)	940-3 914 (1000-3)

ELEV 26

D

HIRL Rwys 18L-36R, 9-27, and 18R-36L
REIL Rwy 36R
TDZ/CL Rwys 18L and 36L



SE-3, 03 JUN 2010 to 01 JUL 2010

TAMPA, FLORIDA

AL-416 (FAA)

WAAS	APP CRS	Rwy Idg	8300
CH 87105	004°	TDZE	20
W36B		Apt Elev	26

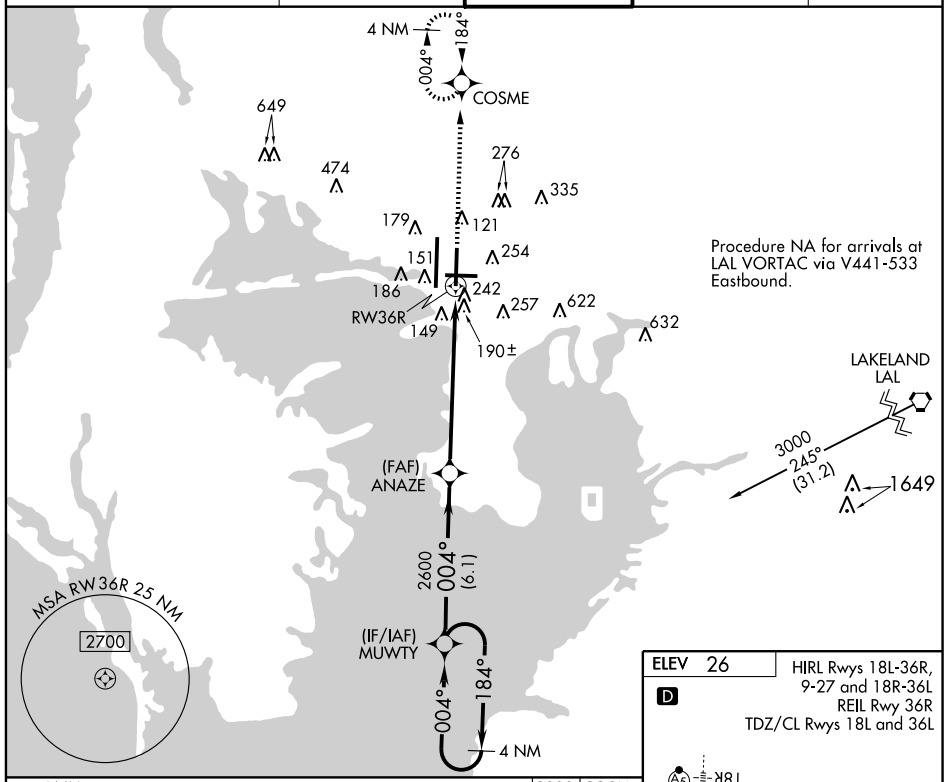
RNAV (GPS) RWY 36R

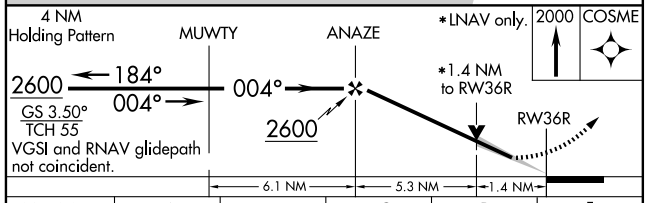
TAMPA INTL (TPA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct COSME and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6



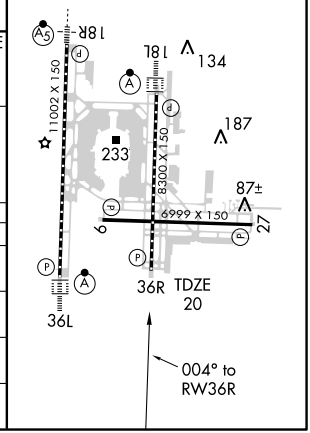


CATEGORY	A	B	C	D	E
LPV DA	303-¾	283 (300-¾)	303-1 283 (300-1)	NA	NA
LNAV/VNAV DA	610-1¾	590 (600-1¾)		NA	NA
LNAV MDA	540-1	520 (600-1)	540-1½ 520 (600-1½)	540-1¾	520 (600-1¾)
CIRCLING	560-1	534 (600-1)	560-1½ 534 (600-1½)	580-2 554 (600-2)	940-3 914 (1000-3)

ELEV 26

D

HIRL Rwys 18L-36R, 9-27 and 18R-36L
REIL Rwy 36R
TDZ/CL Rwys 18L and 36L



SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	8300
CH 49100	184°	TDZE	26
W18A		Apt Elev	26

RNAV (GPS) Z RWY 18L

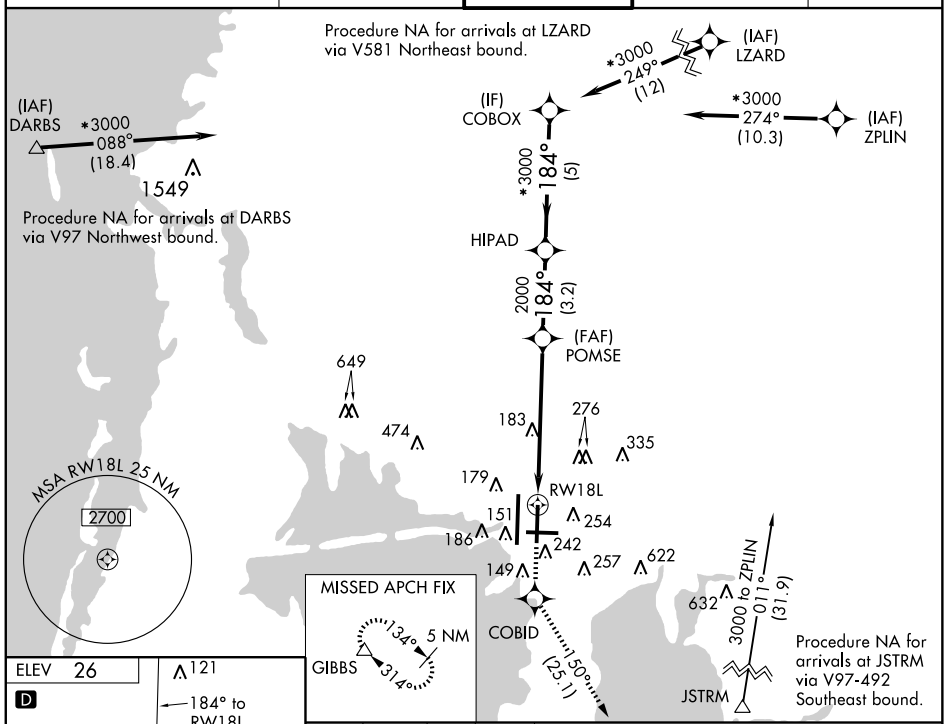
TAMPA INTL (TPA)

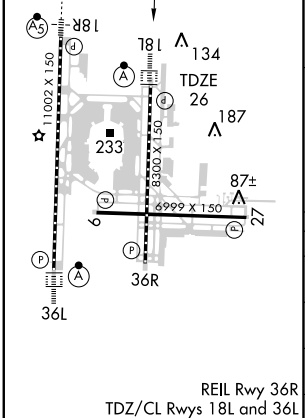
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

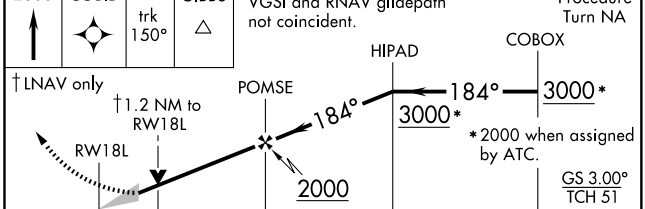
MISSED APPROACH: Climb to 2800 direct COBID and via 150° track to GIBBS and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6





REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27, and 18R-36L



CATEGORY	A	B	C	D
LPV DA	291/24 265 (300-½)			
LNAV/VNAV DA	519/60 493 (500-1¼)			
LNAV MDA	480/24 454 (500-½)		480/40 454 (500-¾)	480/50 454 (500-1)
CIRCLING	560-1¾ 534 (600-1¾)			580-2 554 (600-2)

APP CRS	Rwy Idg	8300
184°	TDZE	26
	Apt Elev	26

RNAV (RNP) Y RWY 18L

TAMPA INTL (TPA)

T NA — For inoperative ALSF, increase RNP 0.11 all Cats visibility to RVR 5000, RNP 0.23 and RNP 0.30 all Cats visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -2°C (29°F) or above 48°C (120°F). GPS Required.

ALSF-2

MISSED APPROACH: Climb to 2800 via 184° track to CUPUL, 147° track to GIBBS and hold.

ARR ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45	128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6

Procedure NA for arrivals at DARBS via V97 Northwest bound.

3000 088° (18.4)

(IAF) DARBS 7000

Procedure NA for arrivals at LZARD via V581 Northeast bound.

3000 249° (12)

(IAF) LZARD 5000

3000 274° (10.3)

(IAF) ZPLIN MAX 210 KIAS 3000

(IF) COBOX MAX 180 KIAS 3000

3000 184° (5)

HIPAD

2000 184° (3.2)

(FAF) POMSE

649 474 183 276 335 179 151 186 254 242 149 257 622 632

MSA RW18L 25 NM 2700

RW18L

184° (5.9)

CUPUL

147° (23.1)

3000 to ZPLIN 011° (31.9)

JSTRM 10900

Procedure NA for arrivals at JSTRM via V97-492 Southeast bound.

1649

MISSED APCH FIX

134° 5 NM

GIBBS 314°

ELEV 26

D

121 184° to RW18L 63± 18R 18L 134 TDZE 26 187 233 87± 27 6

11002 X 150 8300 X 150 6999 X 150

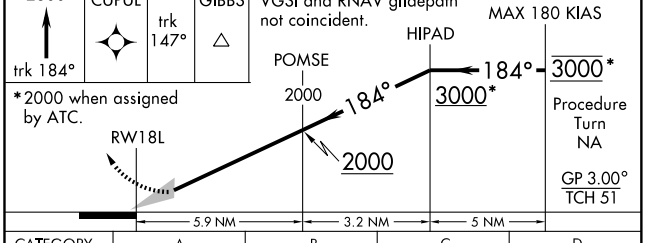
36R 36L

REIL Rwy 36R
TDZ/CL Rwys 18L and 36L
HIRL Rwys 18L-36R, 9-27, and 18R-36L

2800 trk 184°	CUPUL	trk 147°	GIBBS

VGSI and RNAV glidepath not coincident.

*2000 when assigned by ATC.



CATEGORY	A	B	C	D
RNP 0.11 DA	329/24	303 (400-½)		
RNP 0.23 DA	356/40	330 (400-¾)		
RNP 0.30 DA	423/50	397 (400-1)		

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SE-3, 03 JUN 2010 to 01 JUL 2010

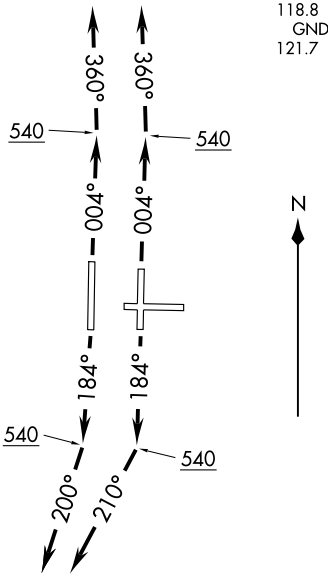
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 18L: Climb heading 184° to 540, then climbing right turn heading 210°, expect radar vectors to SYKES, then via 266° track to DORMR. Thence....
TAKEOFF RWY 18R: Climb heading 184° to 540, then climbing right turn heading 200°, expect radar vectors to SYKES, then via 266° track to DORMR. Thence....
TAKEOFF RWY 36L/36R: Climb heading 004° to 540, then climbing left turn heading 360°, expect radar vectors to SYKES, then via 266° track to DORMR. Thence....

....Maintain 6000 or as assigned by ATC. Expect climb to filed altitude within ten minutes after departure.

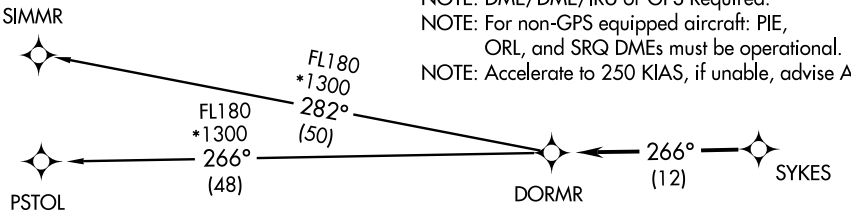
PSTOL TRANSITION (SYKES3.PSTOL):
SIMMR TRANSITION (SYKES3.SIMMR):

ATIS DEP
128.475
TAMPA TOWER
119.5 269.4
CLNC DEL
133.6
TAMPA DEP CON
118.8 239.3
GND CON
121.7 269.4



TAKEOFF OBSTACLE NOTES:
Rwy 18L: Antenna on OL building 3279' from DER, 1160' left of centerline, 145' AGL/155' MSL.
Building 4755' from DER, 1522' left of centerline, 146' AGL/155' MSL.
Rwy 18R: Trees beginning 482' from DER, 578' right of centerline, up to 33' AGL/37' MSL.
Rwy 36L: Tree 752' from DER, 696' right of centerline, 42' AGL/66' MSL.

NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR Required.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: PIE, ORL, and SRQ DMEs must be operational.
NOTE: Accelerate to 250 KIAS, if unable, advise ATC.



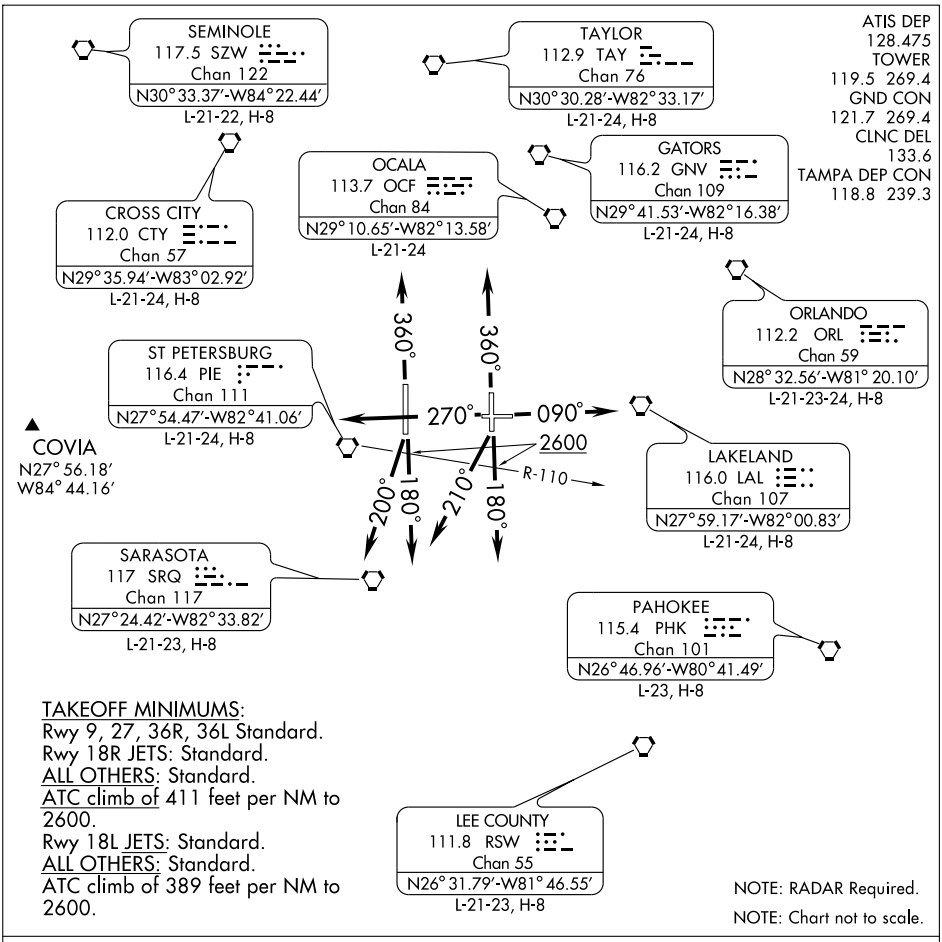
TAKEOFF MINIMUMS:
Rwy 9, 27: NA-ATC.
Rwy 18L, 18R: Standard with a minimum climb of 500' per NM to 540.
Rwy 36L, 36R: Standard.

NOTE: Chart not to scale.

TAMPA FOUR DEPARTURE

TAMPA INTL (TPA)
TAMPA, FLORIDA

ATIS DEP 128.475
TOWER 119.5 269.4
GND CON 121.7 269.4
CLNC DEL 133.6
TAMPA DEP CON 118.8 239.3



TAKEOFF MINIMUMS:
Rwy 9, 27, 36R, 36L Standard.
Rwy 18R JETS: Standard.
ALL OTHERS: Standard.
ATC climb of 411 feet per NM to 2600.
Rwy 18L JETS: Standard.
ALL OTHERS: Standard.
ATC climb of 389 feet per NM to 2600.

NOTE: RADAR Required.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 9: Climb heading 090°, Thence...
TAKEOFF RWY 18R: JETS: Climb heading 200°, Thence... ALL OTHERS: Climb heading 180° to cross PIE R-110 at or above 2600, thence...
TAKEOFF RWY 18L: JETS: Climb heading 210°, Thence... ALL OTHERS: Climb heading 180° to cross PIE R-110 at or above 2600, thence...
TAKEOFF RWY 27: Climb heading 270°, Thence...
TAKEOFF RWY 36R/36L: Climb heading 360°, or as assigned by ATC. Thence...

Expect vectors to join filed/assigned route. JETS: Maintain 6000. ALL OTHERS: Maintain 3000. Expect clearance to filed altitude/flight level within 10 minutes after departure.

(CONTINUED ON NEXT PAGE)

TAMPA FOUR DEPARTURE

TAKEOFF OBSTACLE NOTES:
Rwy 9: Tree 2225 feet from DER, 464 feet left of centerline, 45 feet AGL/84 feet MSL. Tower 4214 feet from DER, 265 feet right of centerline, 105 feet AGL/145 feet MSL.
Rwy 18L: Antenna and bldg beginning 3279 feet from DER, 1160 feet left of centerline, up to 146 feet AGL/155 feet MSL.
Rwy 18R: Multiple trees beginning 482 feet from DER, 578 feet right of centerline, up to 33 feet AGL/37 feet MSL.
Rwy 27: Building and antenna beginning 4354 feet from DER, 1162 feet left of centerline, up to 154 feet AGL/158 feet MSL. Multiple trees beginning 585 feet from DER, 419 feet right of centerline, up to 44 feet AGL/ 58 feet MSL.
Rwy 36L: Tree 752 feet from DER, 696 feet right of centerline, 42 feet AGL/66 feet MSL.

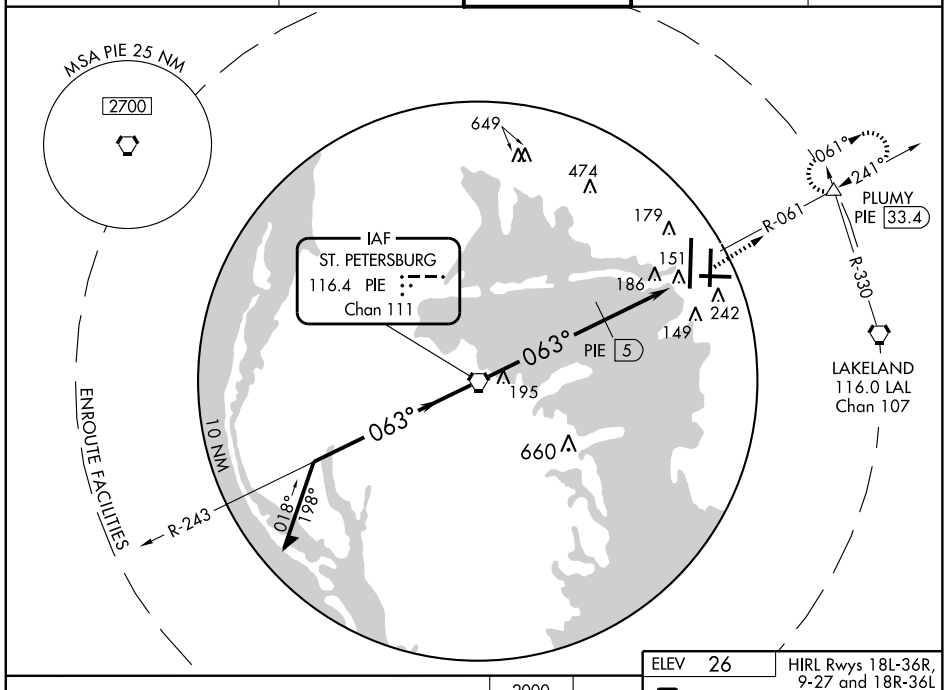
VORTAC PIE	APP CRS	Rwy Idg	6999
116.4	063°	TDZE	20
Chan 111		Apt Elev	26

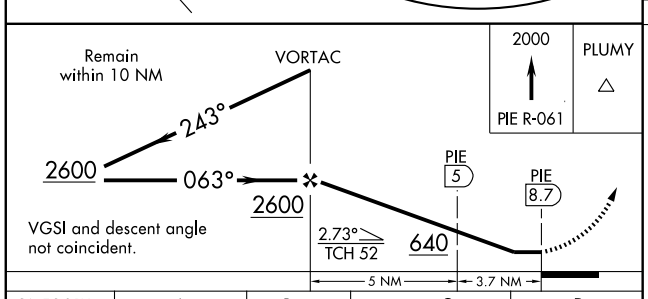
VOR RWY 9

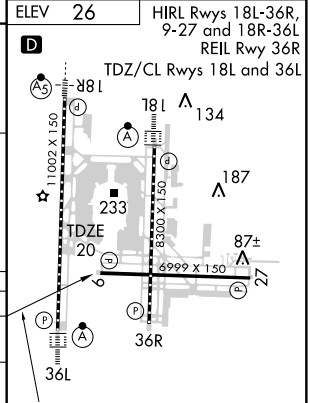
TAMPA INTL (TPA)

MISSED APPROACH: Climb to 2000 via PIE R-061 to PLUMY INT/33.4 DME and hold.

ARR	ATIS	DEP	TAMPA APP CON	TAMPA TOWER	GND CON	CLNC DEL
126.45		128.475	118.5 290.3	119.5 269.4	121.7 269.4	133.6







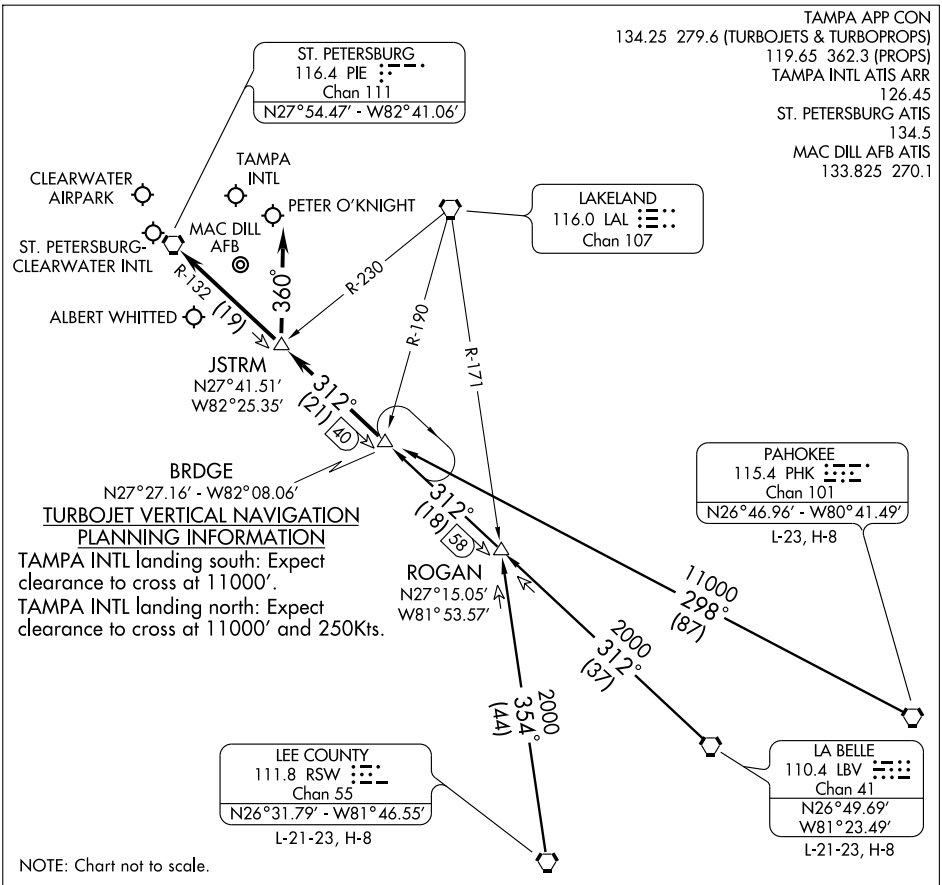
CATEGORY	A	B	C	D
S-9	640-1 620 (700-1)		640-1¾ 620 (700-1¾)	640-2 620 (700-2)
CIRCLING	640-1 614 (700-1)		640-1¾ 614 (700-1¾)	640-2 614 (700-2)
DME MINIMUMS				
S-9	480-1 460 (500-1)		480-1¼ 460 (500-1¼)	480-1½ 460 (500-1½)
CIRCLING	560-1 534 (600-1)		560-1½ 534 (600-1½)	580-2 554 (600-2)

FAF to MAP 8.7 NM

Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

SE-3, 03 JUN 2010 to 01 JUL 2010

BRDGE FIVE ARRIVAL (BRDGE.BRDGE5) ST-416 (FAA) TAMPA, FLORIDA



LA BELLE TRANSITION (LBV.BRDGE5): From over LBV VORTAC via LBV R-312 to BRDGE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.BRDGE5): From over RSW VORTAC via RSW R-354 to ROGAN INT, then via LBV VORTAC R-312 to BRDGE INT. Thence. . . .

PAHOKEE TRANSITION (PHK.BRDGE5): From over PHK VORTAC via PHK R-298 to BRDGE INT. Thence. . . .

TAMPA INTL:

. . . .RWY 18: From over BRDGE INT via PIE R-132 to JSTRM INT. Depart JSTRM INT heading 360° for vector to final approach course.

. . . .RWY 36: From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course after BRDGE INT.

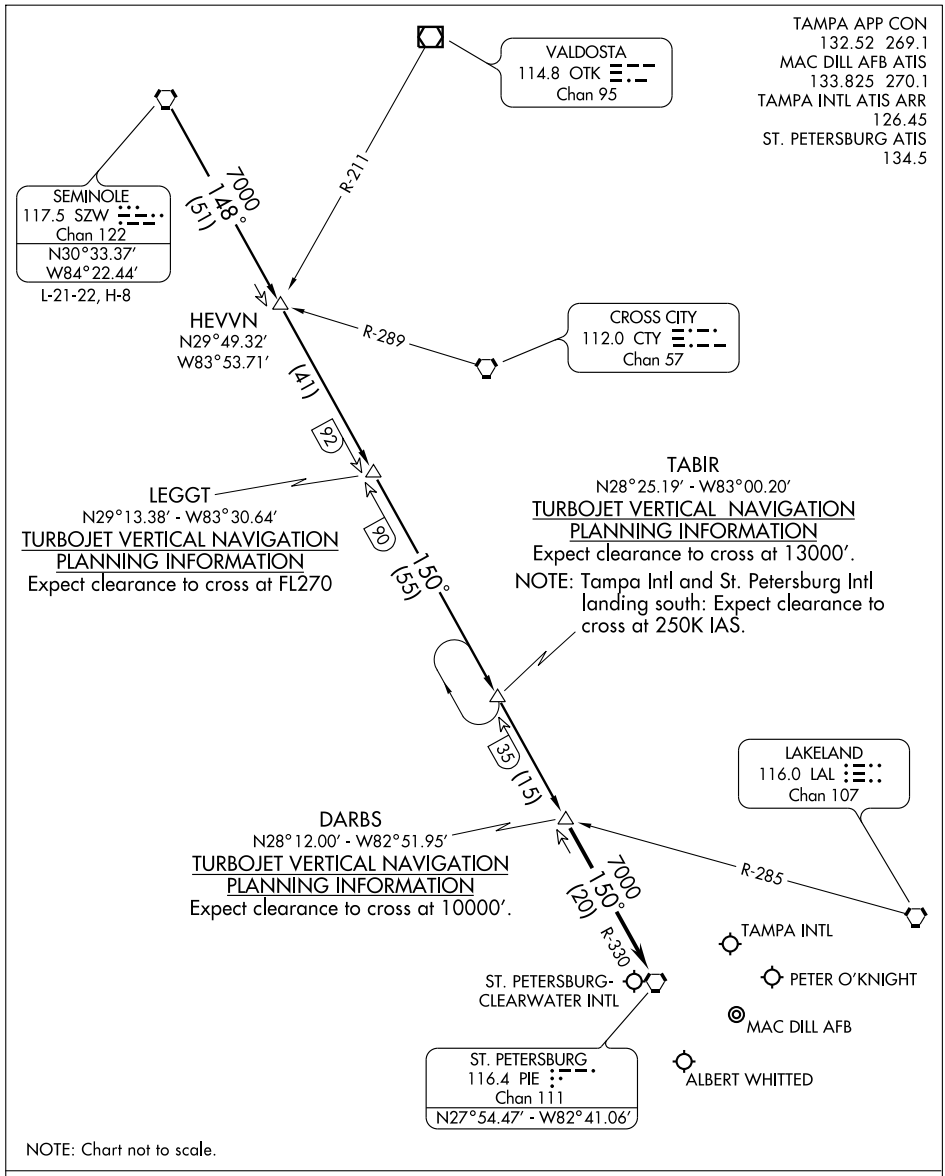
ST. PETERSBURG-CLEARWATER INTL, CLEARWATER AIRPARK, PETER O'KNIGHT, ALBERT WHITTED:

. . . .From over BRDGE INT via PIE R-132 to PIE VORTAC. Expect radar vector to final approach course/airport after BRDGE INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

DARBS ONE ARRIVAL (DARBS.DARBS1) ST-416 (FAA)

TAMPA, FLORIDA



NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.DARBS1): From over SZW VORTAC via SZW R-148 and PIE R-330 to DARBS INT. Thence. . . .

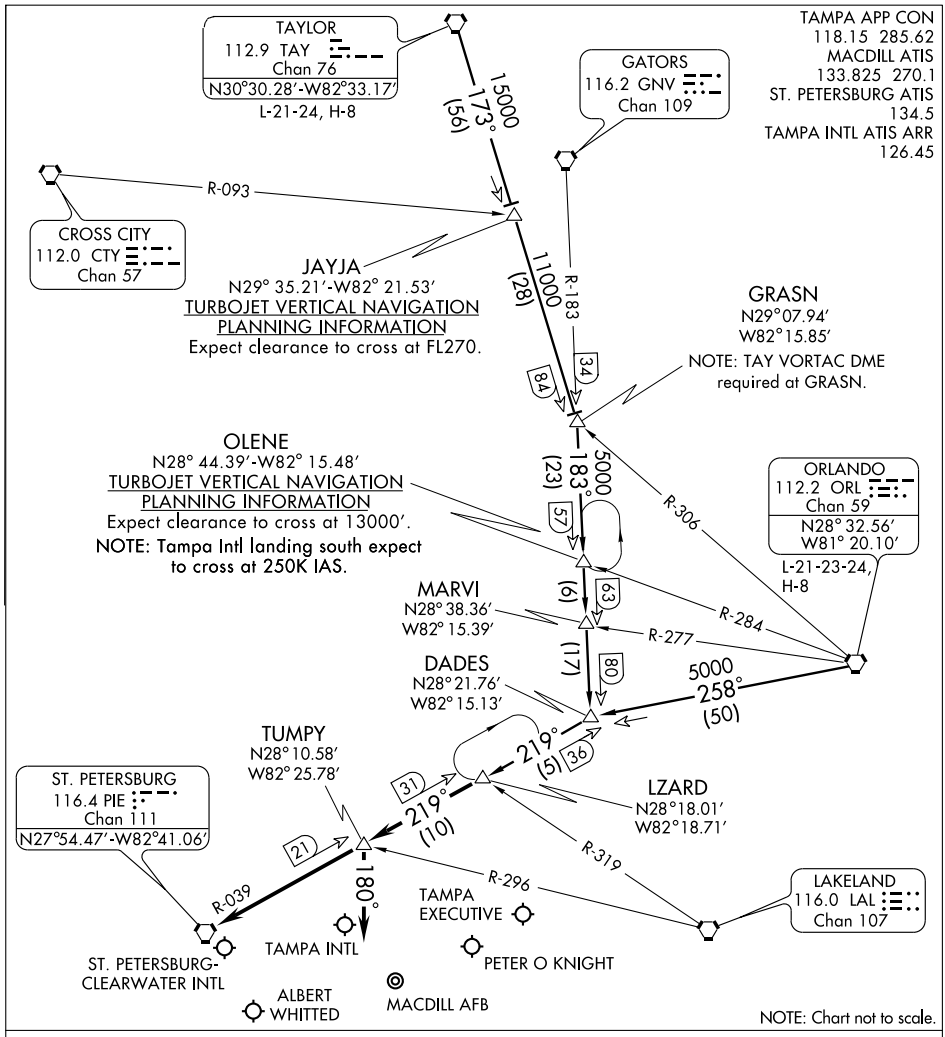
. . . .From over DARBS INT via PIE R-330 to PIE VORTAC. Expect radar vectors to final approach course after DARBS INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

ST-416 (FAA)

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

NDB TPF	APP CRS	Rwy Idg	N/A
270	342°	TDZE	N/A
		Apt Elev	8

NDB-A

TAMPA/PETER O KNIGHT (TPF)

Circling NA NW of Rwys 21-3. Circling to Rwy 17 NA. If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L

ST PETERSBURG
116.4 PIE
Chan 111

LAKELAND
116.0 LAL
Chan 107

10 NM

2200
089°
(12.2)

IAF
KNIGHT
270 TPF

342°

117°

297°

162°

2200
258°
(23.9)

275°

095°

R-095

2200
337°
(22)

GIBBS

MSA TPF 25 NM
2700

ELEV 8 D

3405 X 100

2688 X 75

342° to NDB

REIL Rwy 21 L

MIRL Rwys 3-21 and 17-35 L

1000	2500	LAL
		116.0

NDB

Remain within 10 NM

162°

2200

342°

CATEGORY	A	B	C	D
CIRCLING	900-1¼ 892 (900-1¼)		900-2¾ 892 (900-2¾)	NA

SE-3, 03 JUN 2010 to 01 JUL 2010

LOM AM	APP CRS	Rwy Idg	3230
388	060°	TDZE	8
		Apt Elev	8

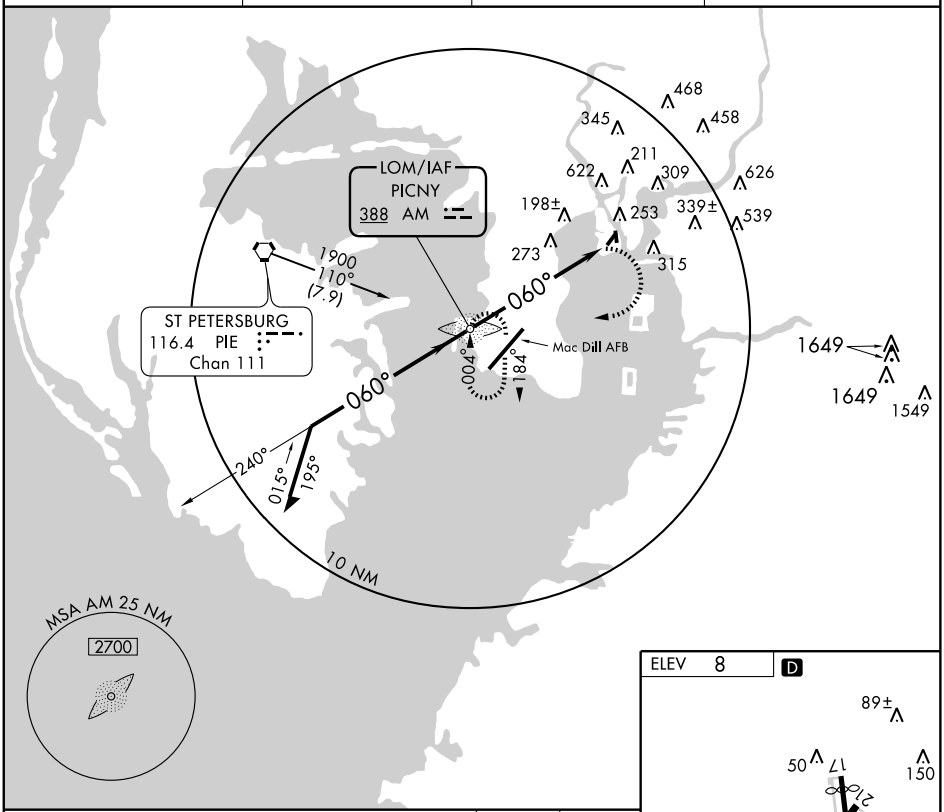
NDB RWY 3

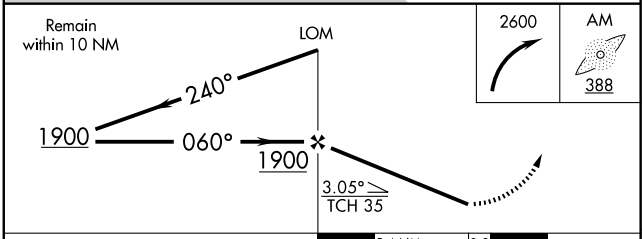
TAMPA/PETER O KNIGHT (TPF)

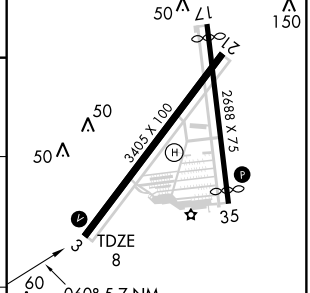
T NA — If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet. Circling NA NW of Rwys 21-3. Circling to Rwy 17 NA.

MISSED APPROACH: Climbing right turn to 2600 direct PICNY LOM and hold, continue climb-in-hold to 2600.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L







CATEGORY	A	B	C	D
S-3	640-1 632 (700-1)		640-1¾ 632 (700-1¾)	NA
CIRCLING	640-1 632 (700-1)	680-1 672 (700-1)	680-2 672 (700-2)	NA

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3405
219°	TDZE	8
	Apt Elev	8

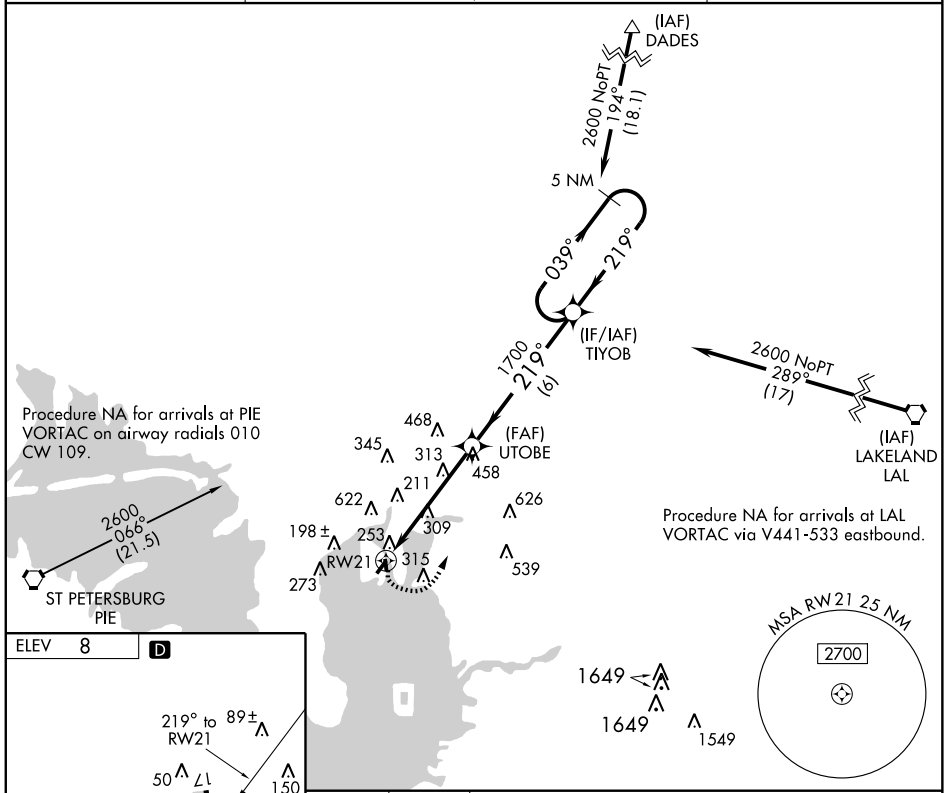
RNAV (GPS) RWY 21

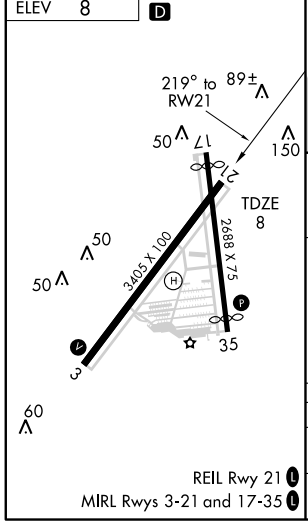
TAMPA/PETER O KNIGHT (TPF)

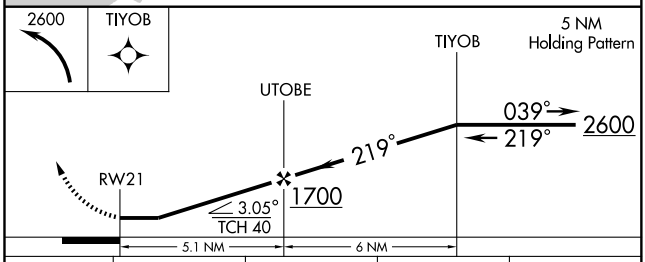
If local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet. Circling NA NW of Rwys 21-3. Circling to Rwy 35 NA at night. Straight-in/circling Rwy 21 NA at night. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Circling to Rwy 17 NA.

MISSED APPROACH: Climbing left turn to 2600 direct TIYOB and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	620-1 612 (700-1)		620-1¾ 612 (700-1¾)	NA
CIRCLING	620-1 612 (700-1)	680-1 672 (700-1)	680-2 672 (700-2)	NA

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2400
341°	TDZE	7
	Apt Elev	8

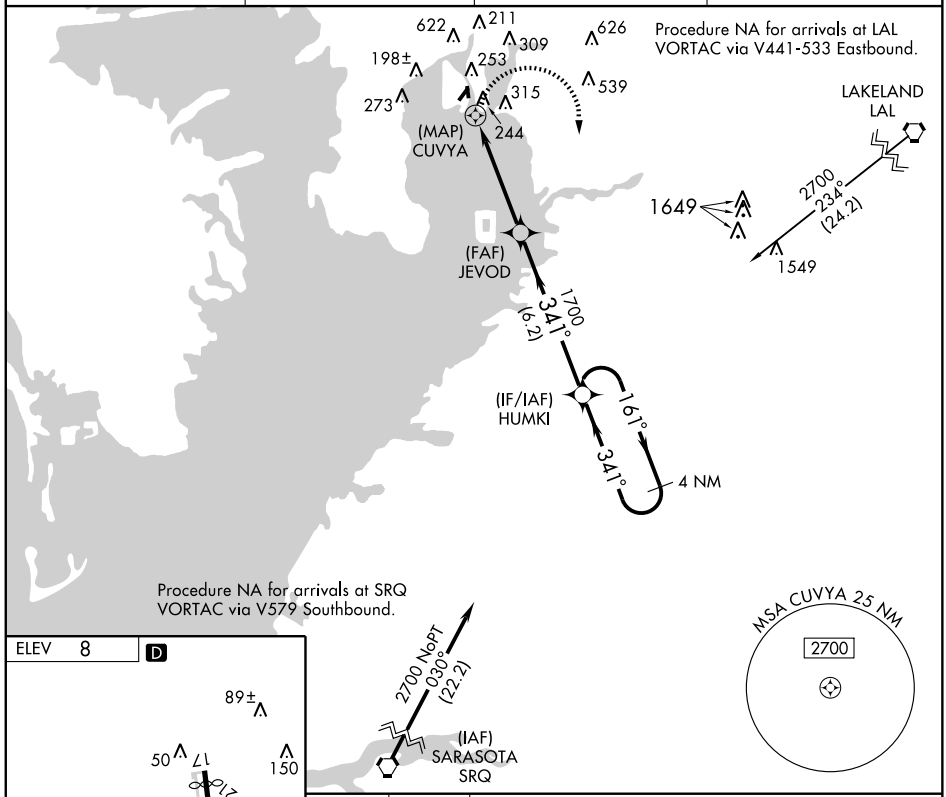
RNAV (GPS) RWY 35

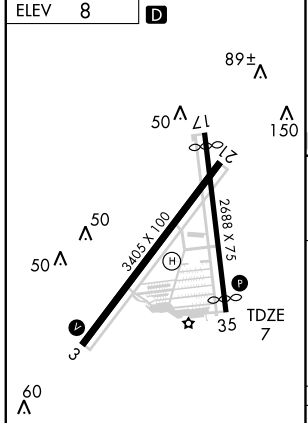
TAMPA/PETER O KNIGHT (TPF)

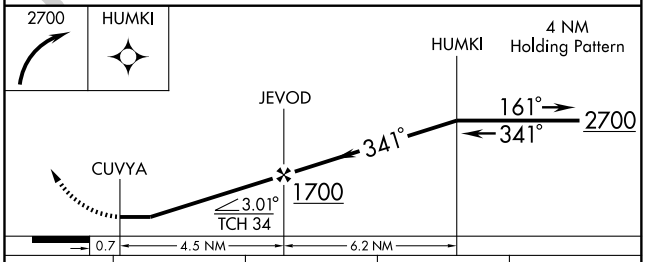
When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 20 feet. Visibility reduction by helicopters NA. Circling to Rwy 17 NA. Circling to Rwy 21 NA at night. Circling NA NW of Rwy 21-3. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2700 direct HUMKI and hold.

AWOS-3	TAMPA APP CON	CLNC DEL	UNICOM
118.925	119.9 290.3	119.8	122.725 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	500-1 493 (500-1)		NA	
CIRCLING	560-1 552 (600-1)	680-1 672 (700-1)	NA	

REIL Rwy 21 L
MIRL Rwys 3-21 and 17-35 L

SE-3, 03 JUN 2010 to 01 JUL 2010

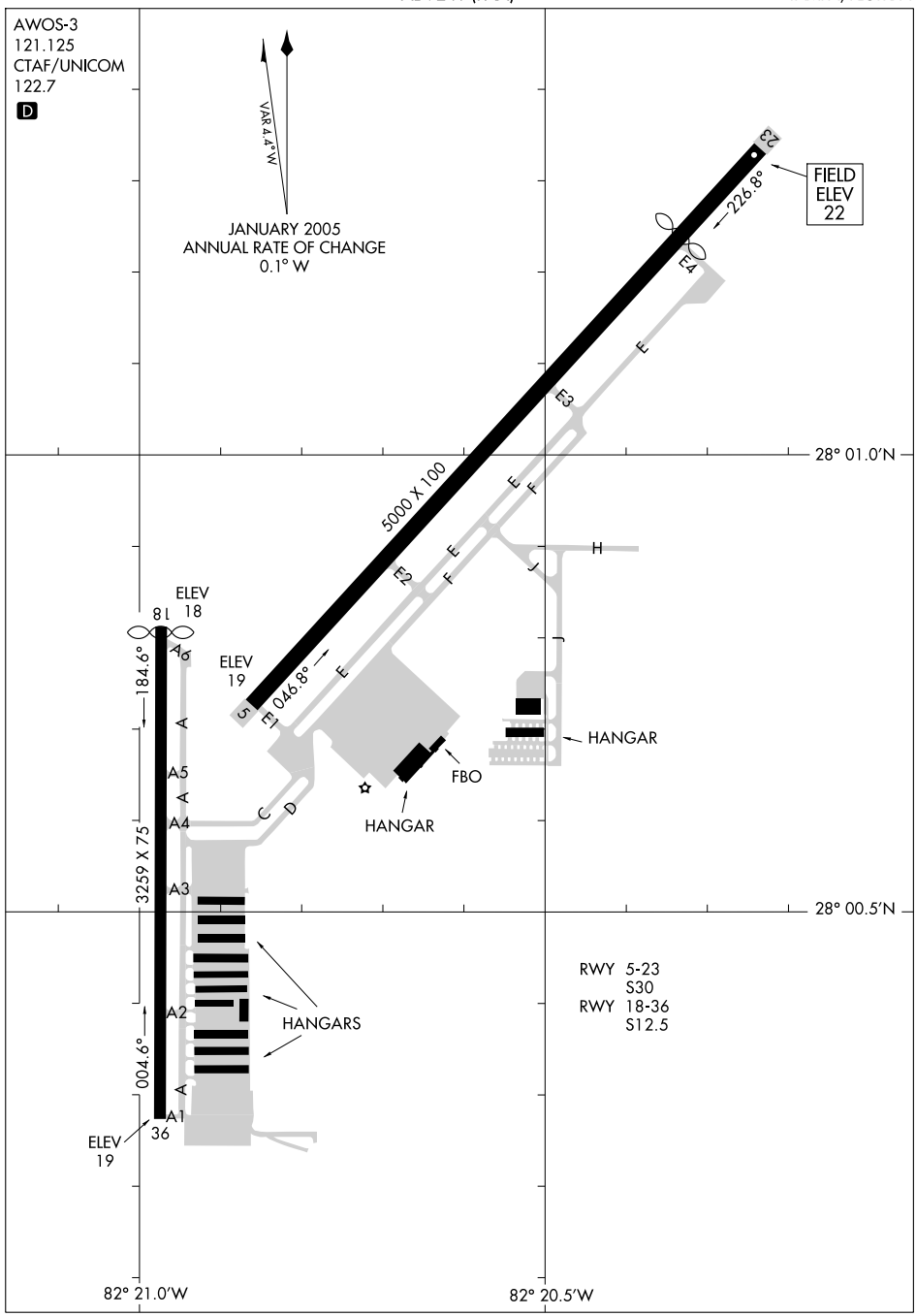
10098

AIRPORT DIAGRAM

AL-9241 (FAA)

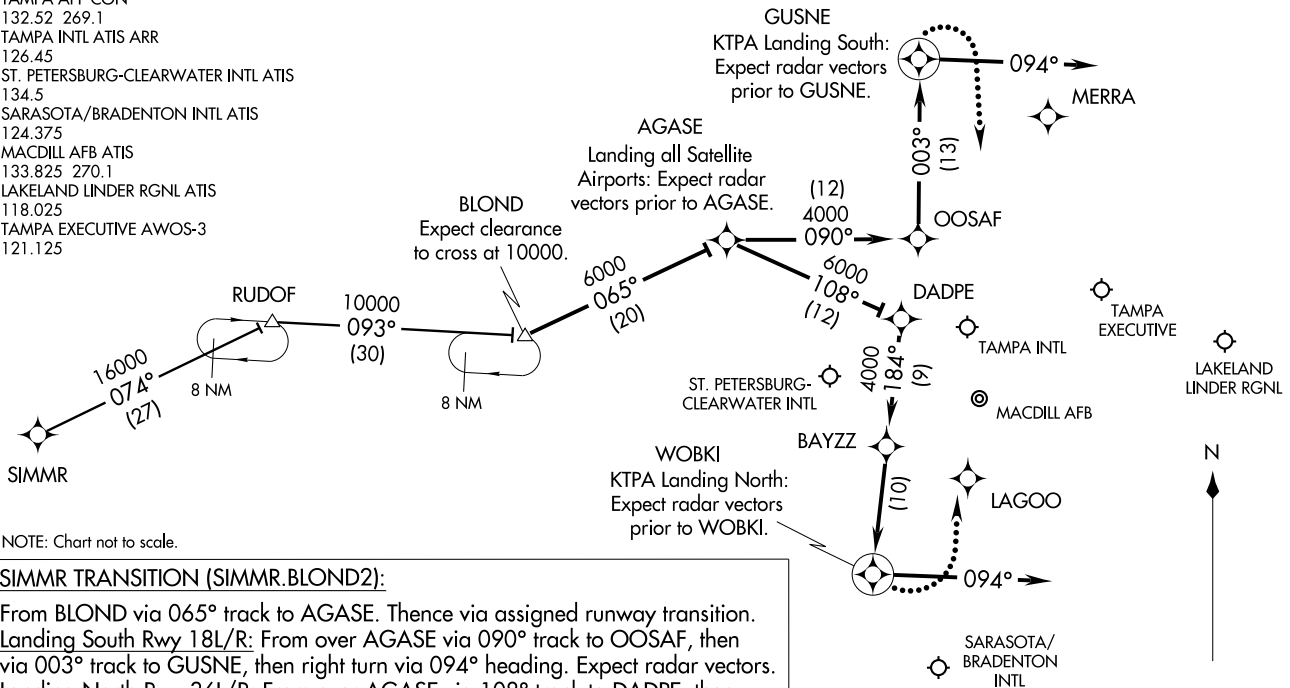
TAMPA EXECUTIVE (VDF)

TAMPA, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

TAMPA APP CON
132.52 269.1
TAMPA INTL ATIS ARR
126.45
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
SARASOTA/BRADENTON INTL ATIS
124.375
MACDILL AFB ATIS
133.825 270.1
LAKELAND LINDER RGNL ATIS
118.025
TAMPA EXECUTIVE AWOS-3
121.125



NOTE: Chart not to scale.

SIMMR TRANSITION (SIMMR.BLOND2):

From BLOND via 065° track to AGASE. Thence via assigned runway transition.
Landing South Rwy 18L/R: From over AGASE via 090° track to OOSAF, then via 003° track to GUSNE, then right turn via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over AGASE via 108° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

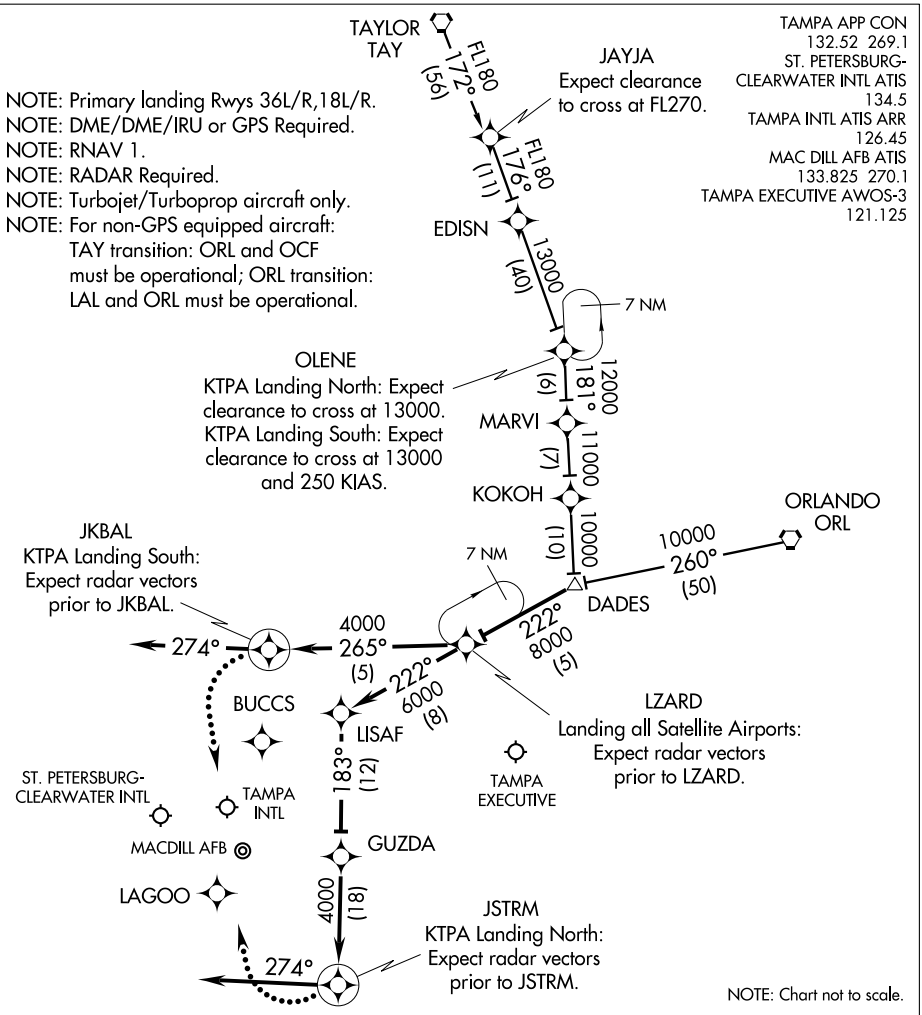
LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final approach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: GUSNE transition: PIE must be operational; WOBKI transition: SRQ, PIE, ORL, and LAL must be operational.

DADES TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: TAY transition: ORL and OCF must be operational; ORL transition: LAL and ORL must be operational.

TAMPA APP CON
132.52 269.1
ST. PETERSBURG-CLEARWATER INTL ATIS
134.5
TAMPA INTL ATIS ARR
126.45
MAC DILL AFB ATIS
133.825 270.1
TAMPA EXECUTIVE AWOS-3
121.125

ORLANDO TRANSITION (ORL.DADES2):

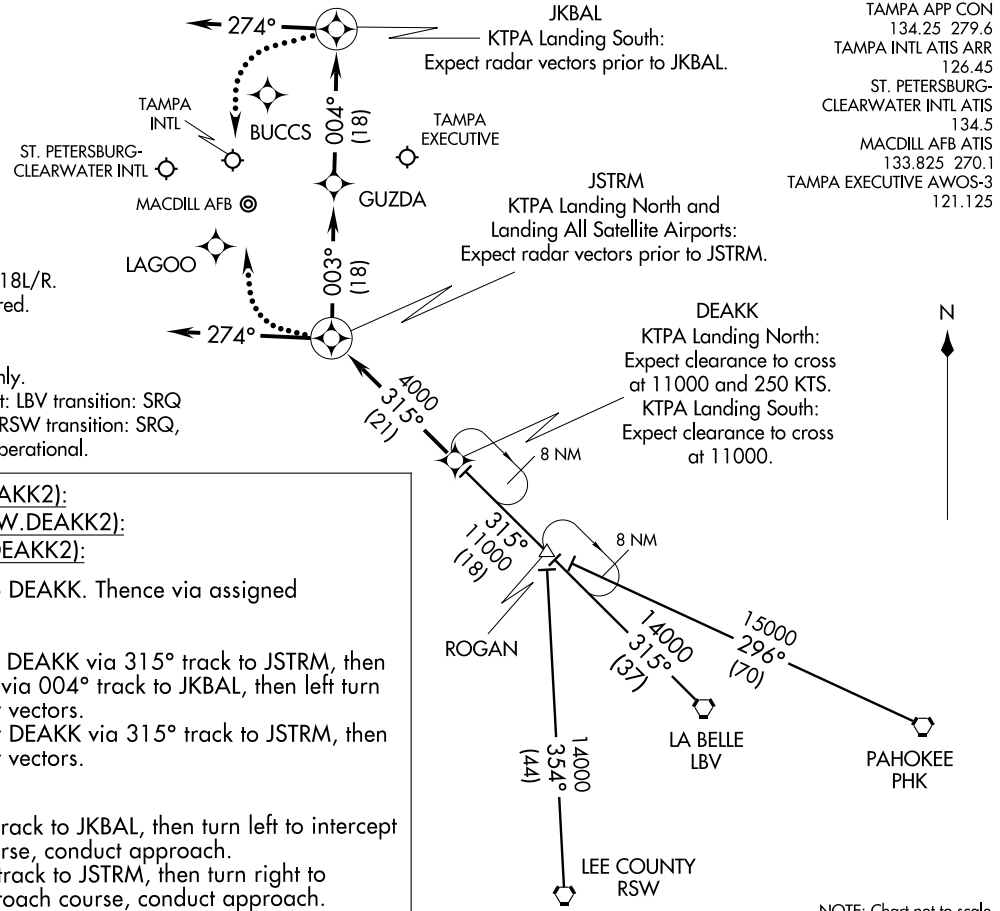
TAYLOR TRANSITION (TAY.DADES2):

From DADES via 222° track to LZARD, thence via assigned runway transition.
KTPA Landing South: From over LZARD via 265° track to JKBAL, then via 274° heading. Expect radar vectors.
KTPA Landing North: From over LZARD via 222° track to LISAF, then via 183° track to GUZDA, then via 183° track to JSTRM, then right turn via 274° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010



NOTE: Primary landing Rwys 36L/R, 18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft: LBV transition: SRQ and LAL must be operational; RSW transition: SRQ, LAL, RSW, and LBV must be operational.

LA BELLE TRANSITION (LBV.DEAKK2):
LEE COUNTY TRANSITION (RSW.DEAKK2):
PAHOKEE TRANSITION (PHK.DEAKK2):

From ROGAN via 315° track to DEAKK. Thence via assigned runway transition.

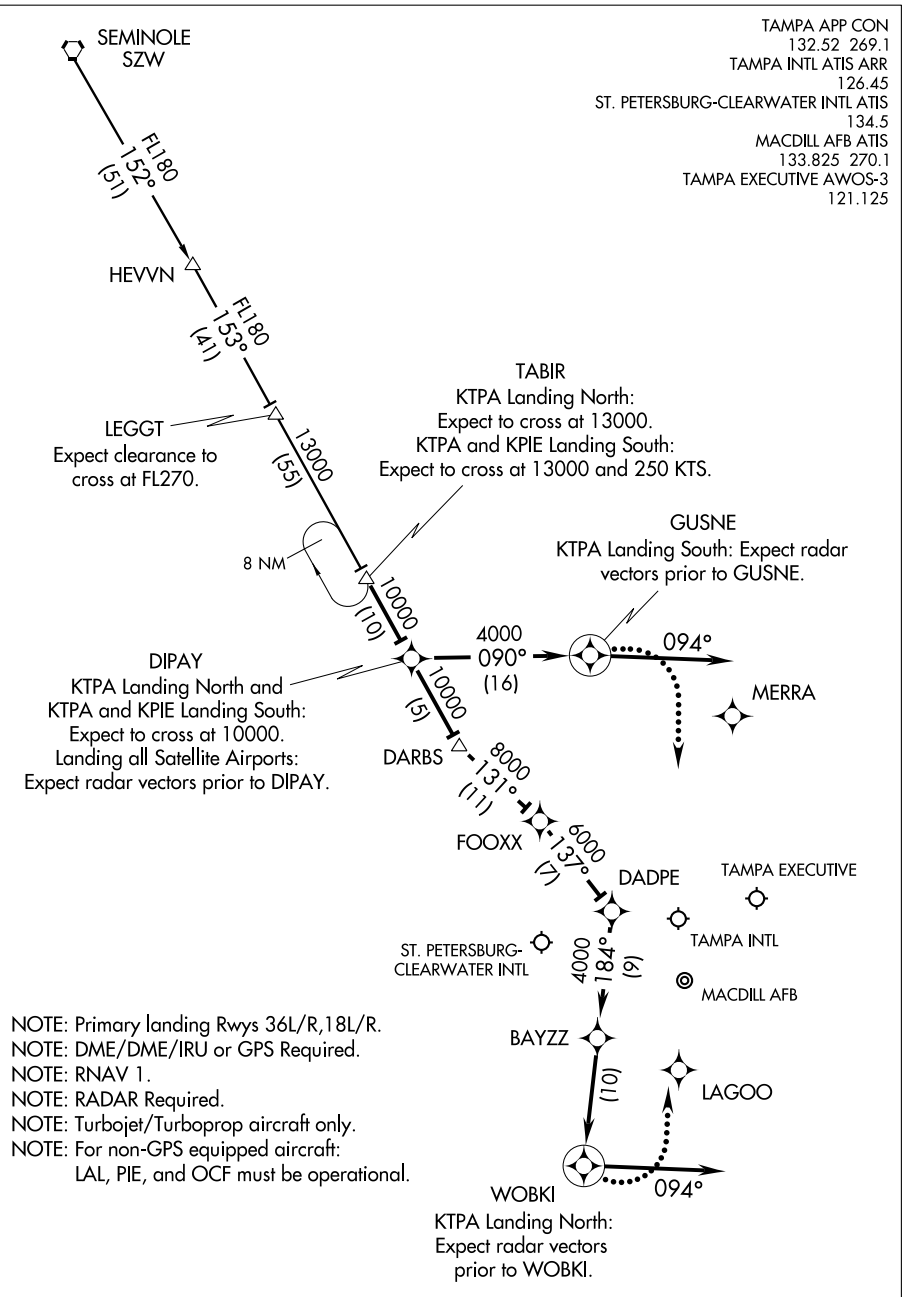
KTPA Landing South: From over DEAKK via 315° track to JSTRM, then via 003° track to GUZDA, then via 004° track to JKBAL, then left turn via 274° heading. Expect radar vectors.
KTPA Landing North: From over DEAKK via 315° track to JSTRM, then via 274° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to JKBAL, then turn left to intercept the Rwy 18L final approach course, conduct approach.
KTPA Landing North: Continue track to JSTRM, then turn right to intercept the Rwy 36L final approach course, conduct approach.

FOOXX TWO ARRIVAL (RNAV)

TAMPA, FLORIDA



NOTE: Primary landing Rwys 36L/R,18L/R.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: RADAR Required.
NOTE: Turbojet/Turboprop aircraft only.
NOTE: For non-GPS equipped aircraft:
LAL, PIE, and OCF must be operational.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

FOOXX TWO ARRIVAL (RNAV)

SEMINOLE TRANSITION (SZW.FOOXX2):

From TABIR via 153° track to DIPAY, thence via assigned runway transition.
Landing South Rwy 18L/R: From over DIPAY via 090° track to GUSNE, then via 094° heading. Expect radar vectors.
Landing North Rwy 36L/R: From over DIPAY via 153° track to DARBS, then via 131° track to FOOXX, then via 137° track to DADPE, then via 184° track to BAYZZ, then via 184° track to WOBKI, then via 094° heading. Expect radar vectors.

LOST COMMUNICATIONS:

KTPA Landing South: Continue track to GUSNE, then turn right to intercept the Rwy 18R final appoach course, conduct approach.
KTPA Landing North: Continue track to WOBKI, then turn left to intercept the Rwy 36L final approach course, conduct approach.

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC/DME I-VDF	APP CRS	Rwy Idg	4200
111.35	226°	TDZE	21
Chan 50 (Y)		Apt Elev	22

ILS or LOC RWY 23

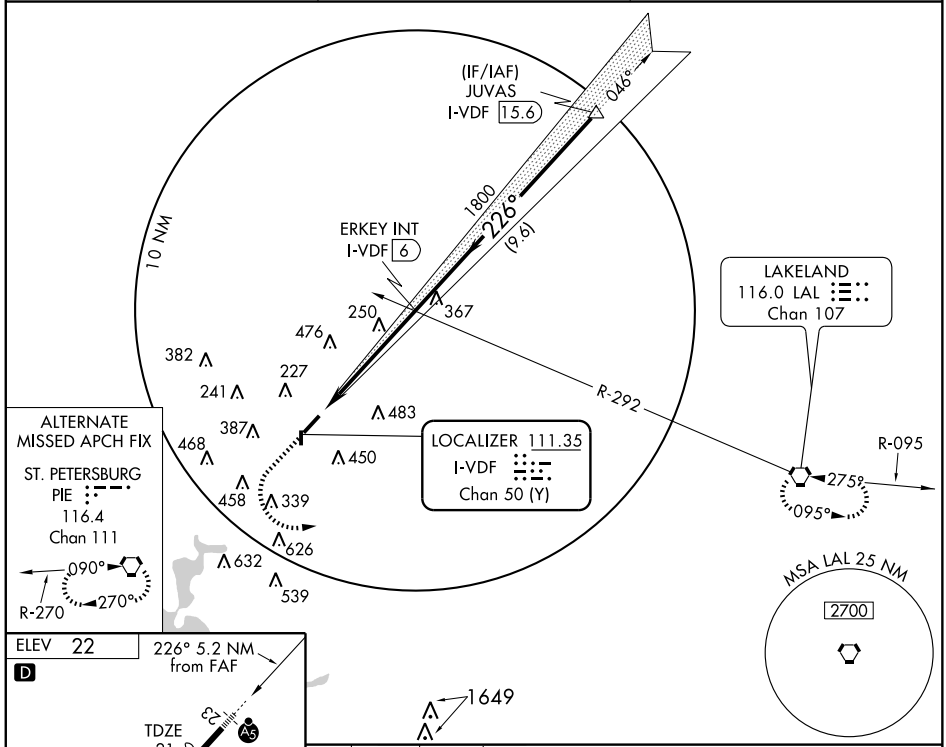
TAMPA EXECUTIVE (VDF)

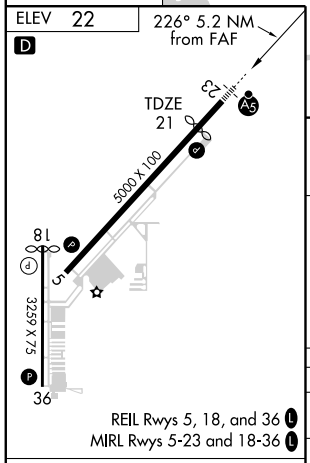
If local altimeter setting not received, use Tampa Intl altimeter setting and increase DA to 305, and all MDAs 40 feet. For inoperative MALSR, increase S-LOC 23 Cat A and B visibility to 1. VDP NA when using Tampa Intl altimeter setting.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L

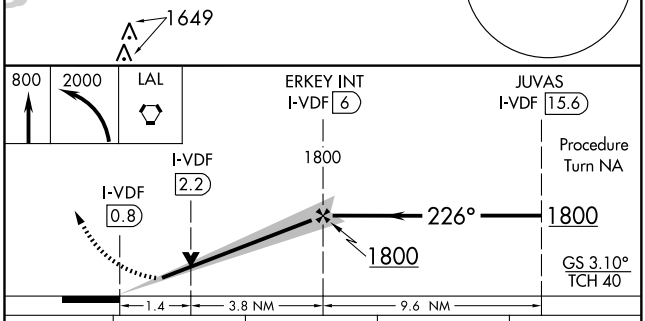




REIL Rwys 5, 18, and 36 L
MIRL Rwys 5-23 and 18-36 L

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



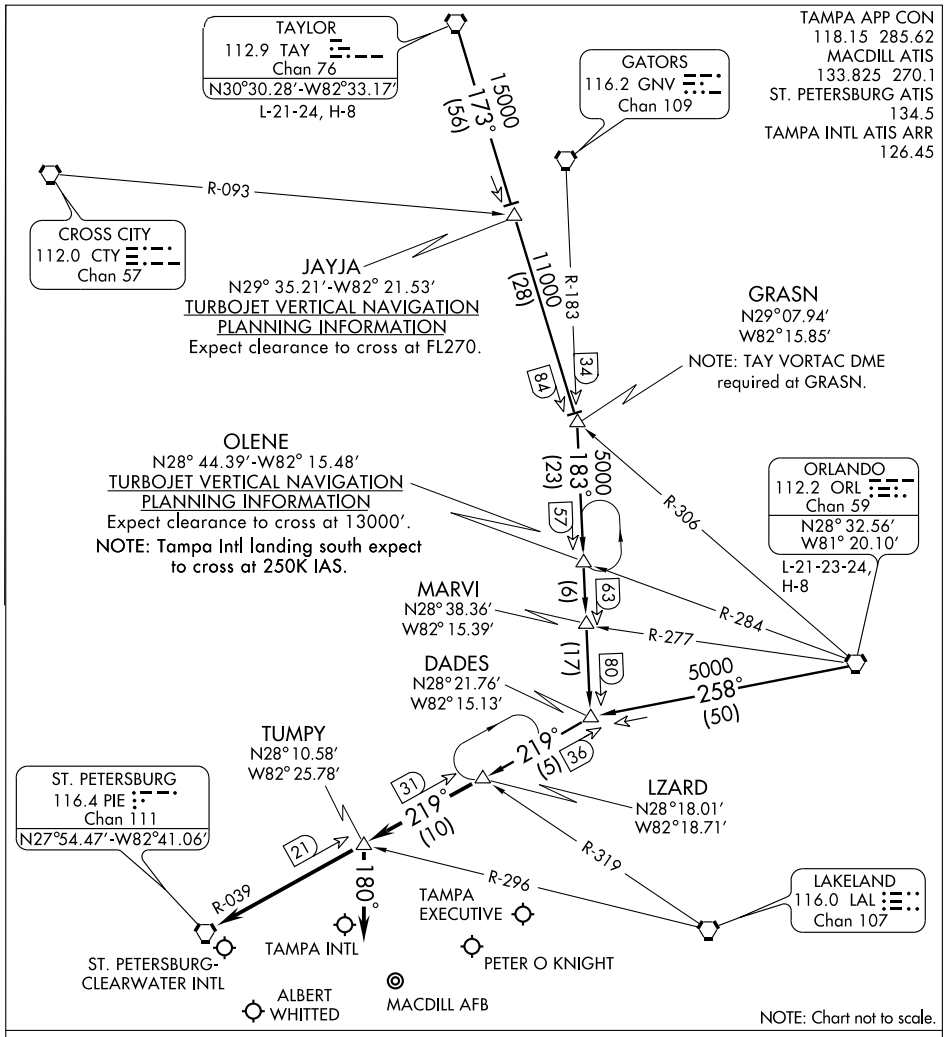
CATEGORY	A	B	C	D
S-ILS 23	280-¾ 259 (300-¾)			NA
S-LOC 23	500-¾ 479 (500-¾)			NA
CIRCLING	540-1 518 (600-1)	760-1 738 (800-1)	760-2 738 (800-2)	NA

SE-3, 03 JUN 2010 to 01 JUL 2010

ST-416 (FAA)

LZARD FOUR ARRIVAL (LZARD.LZARD4)

TAMPA, FLORIDA



ORLANDO TRANSITION (ORL.LZARD4): From over ORL VORTAC via ORL R-258 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAYLOR TRANSITION (TAY.LZARD4): From over TAY VORTAC via TAY R-173 to GRASN INT, then via GNV R-183 to DADES INT, then via PIE R-039 to LZARD INT. Thence. . . .

TAMPA INTL:

RWY 18: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to final approach after LZARD INT.

RWY 36: ....via PIE R-039 to TUMPY INT. Depart TUMPY INT heading 180° for radar vectors to final approach course.

ALL OTHER AIRPORTS: ....via PIE R-039 to PIE VORTAC. Expect radar vectors to the airport after LZARD INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	3219
184°	TDZE	19
	Apt Elev	22

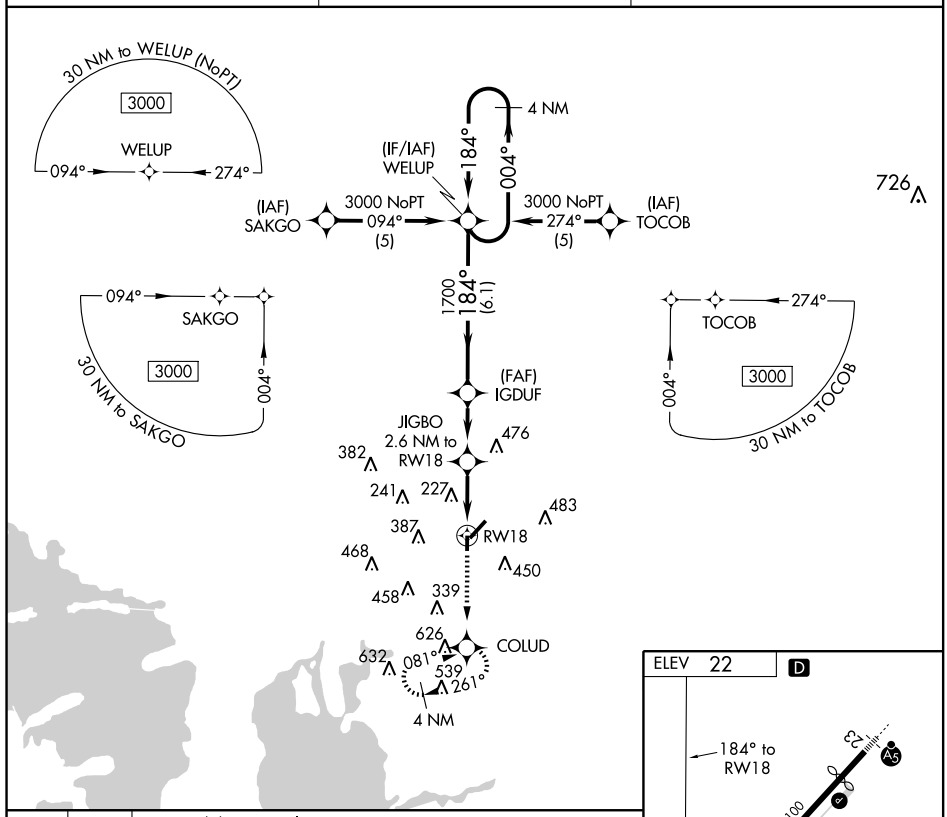
RNAV (GPS) RWY 18

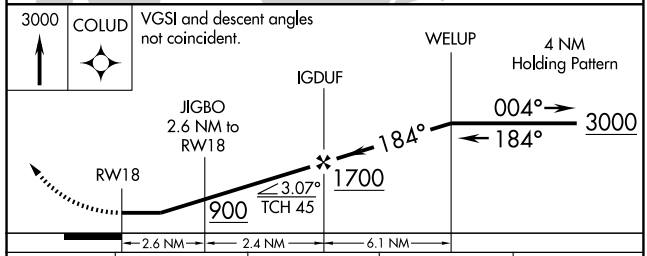
TAMPA EXECUTIVE (VDF)

T A — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tampa Intl altimeter setting and increase all MDA 40 feet. Increase Circling Cat B visibility ¼ mile.

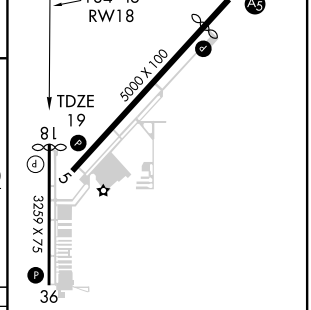
MISSED APPROACH: Climb to 3000 direct COLUD and hold, continue climb-in-hold to 3000.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	580-1	561 (600-1)	NA	
CIRCLING	580-1 558 (600-1)	760-1 738 (800-1)	NA	



REIL Rwys 5, 18, and 36 L
MIRL Rwys 5-23 and 18-36 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4200
CH 78100	226°	TDZE	21
W23A		Apt Elev	22

RNAV (GPS) RWY 23

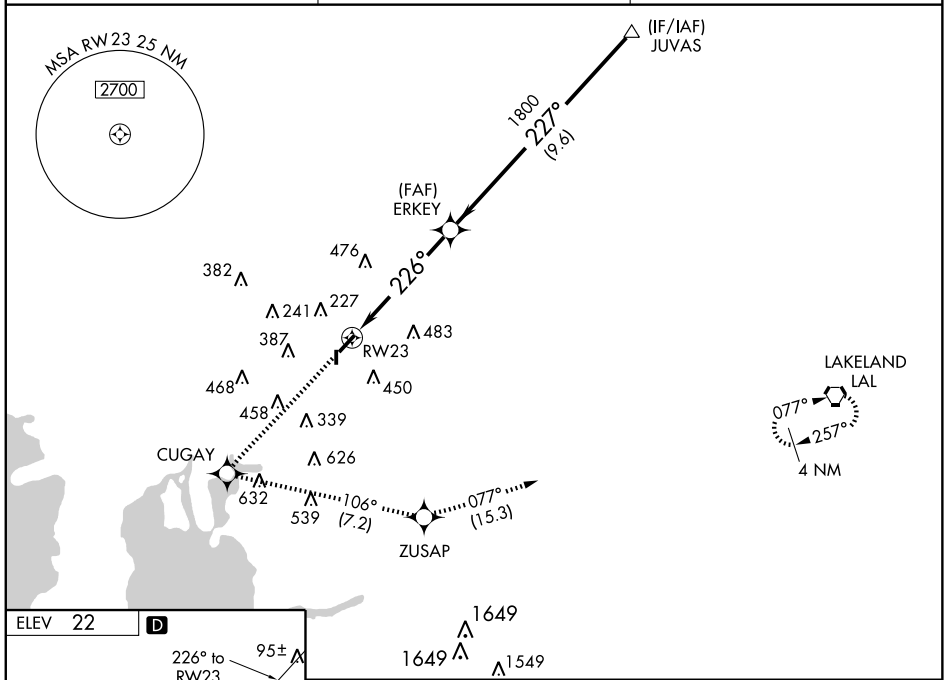
TAMPA EXECUTIVE (VDF)

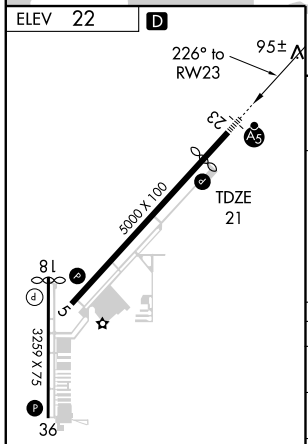
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Tampa Intl altimeter setting and increase LPV DA to 343, LNAV/VNAV DA to 532, and all MDAs 40 feet. Baro-VNAV and VDP NA when using Tampa Intl altimeter setting. For inoperative MALSR, increase LPV visibility all Cats to 1, and LNAV Cat A and B visibility to 1.

MALSR

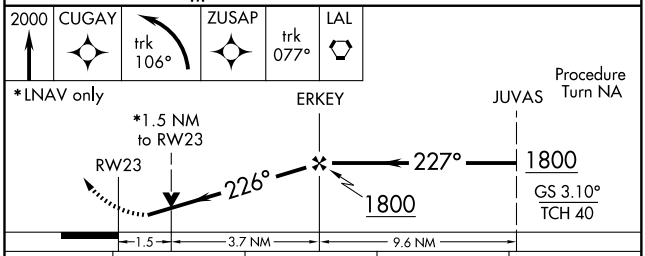
MISSED APPROACH: Climb to 2000 direct CUGAY and left turn via 106° track to ZUSAP and 077° track to LAL VORTAC and hold.

AWOS-3	TAMPA APP CON	UNICOM
121.125	119.9 290.3	122.7 (CTAF) L





REIL Rwys 5, 18, and 36 L
MIRL Rwys 5-23 and 18-36 L



CATEGORY	A	B	C	D
LPV DA	318-¾ 297 (300-¾)			NA
LNAV/ VNAV DA	507-1¼ 486 (500-1¼)			NA
LNAV MDA	540-¾ 519 (600-¾)		540-1 519 (600-1)	NA
CIRCLING	540-1¾ 518 (600-1¾)	760-1¾ 738 (800-1¾)	760-2 738 (800-2)	NA

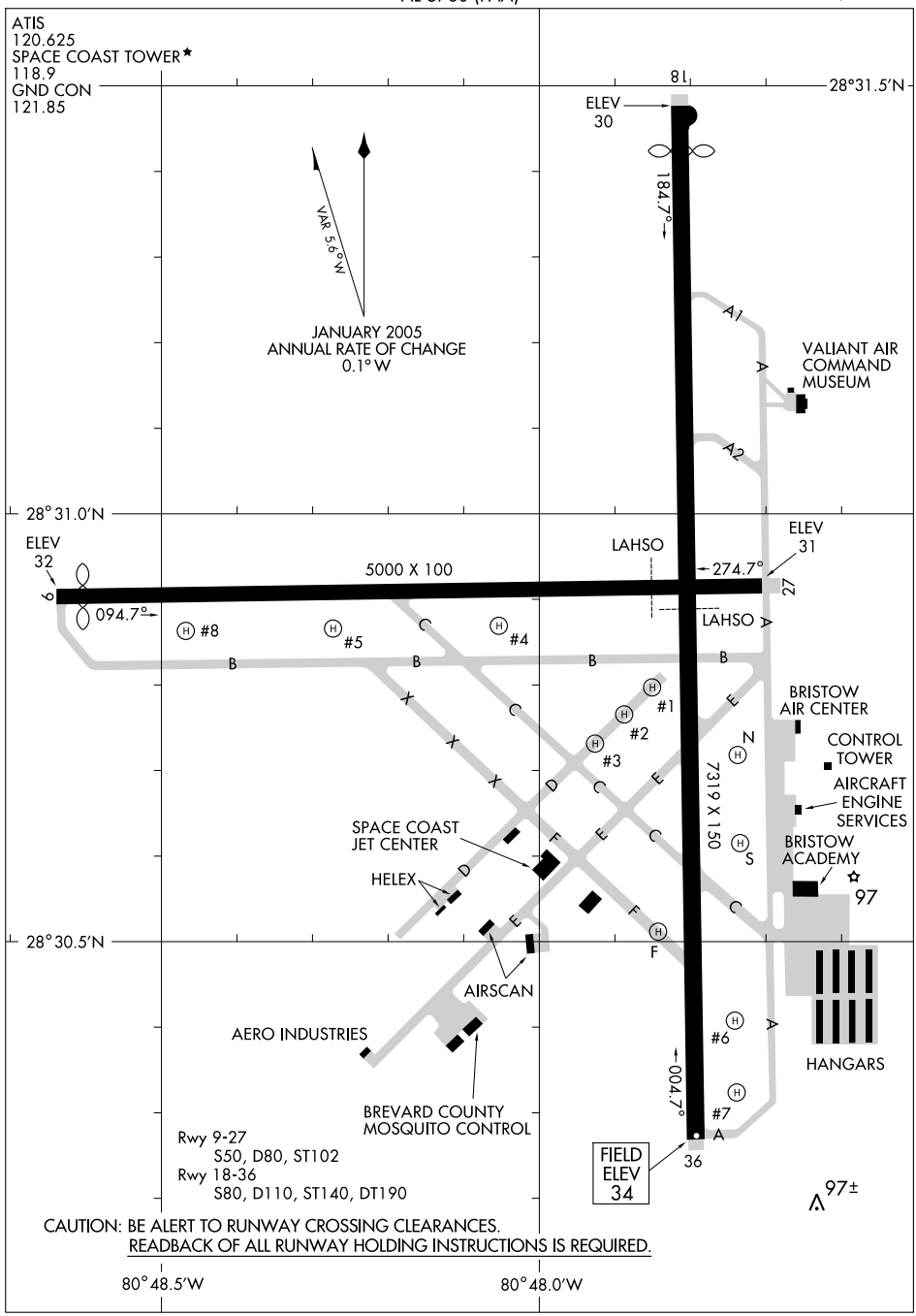
SE-3. 03 JUN 2010 to 01 JUL 2010

09293

AIRPORT DIAGRAM

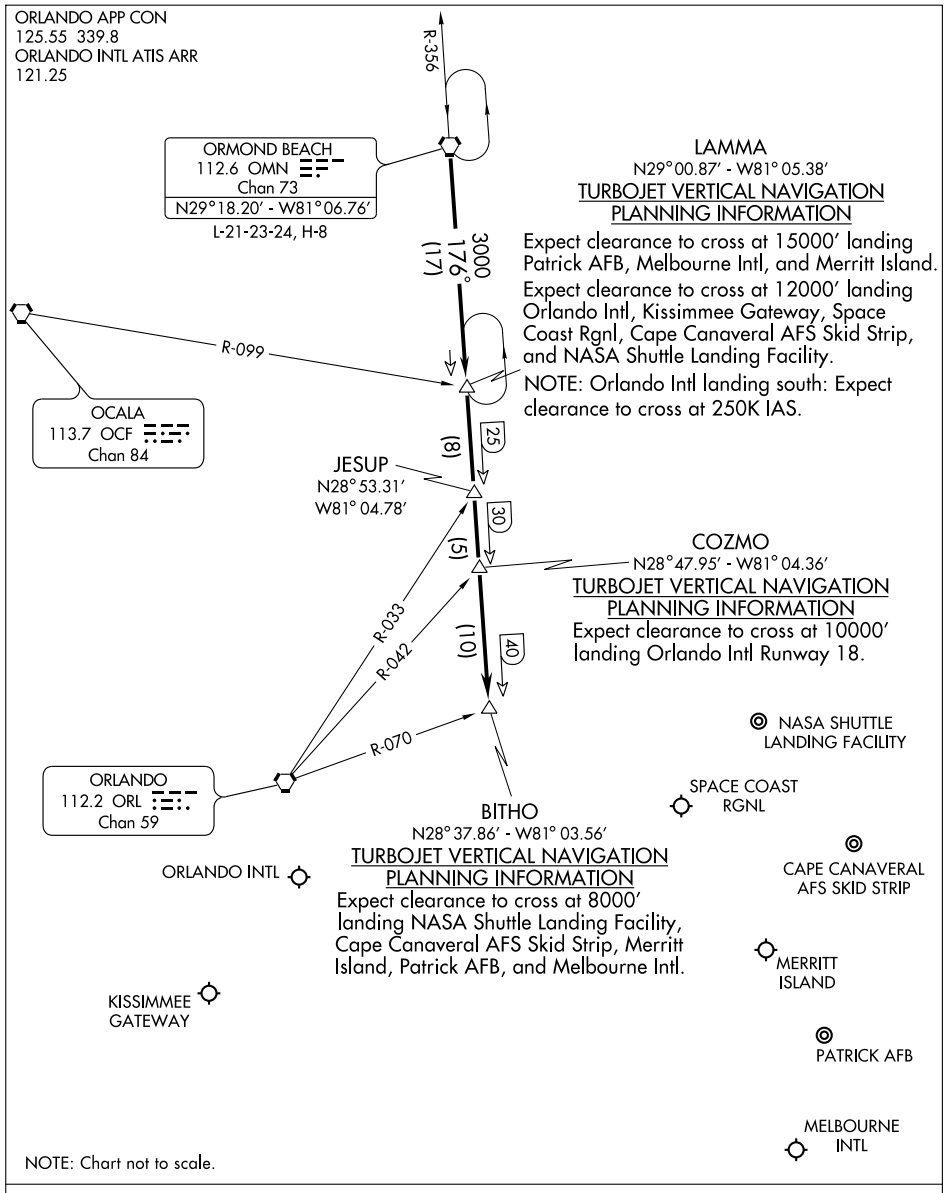
AL-5760 (FAA)

TITUSVILLE/SPACE COAST RGNL (TIX)
TITUSVILLE, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

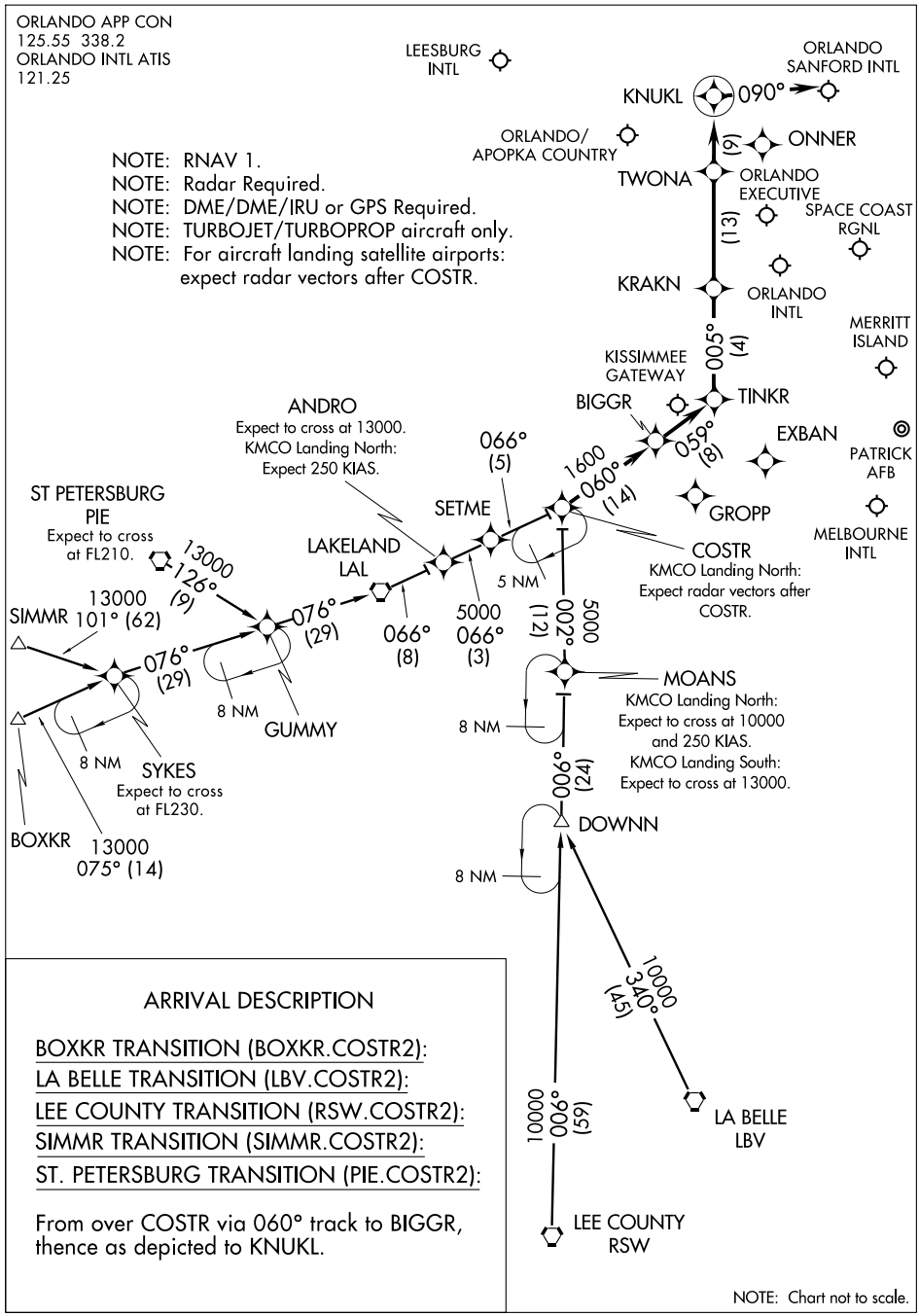
BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

COSTR TWO ARRIVAL (RNAV)



ARRIVAL DESCRIPTION

BOXKR TRANSITION (BOXKR.COSTR2):

LA BELLE TRANSITION (LBV.COSTR2):

LEE COUNTY TRANSITION (RSW.COSTR2):

SIMMR TRANSITION (SIMMR.COSTR2):

ST. PETERSBURG TRANSITION (PIE.COSTR2):

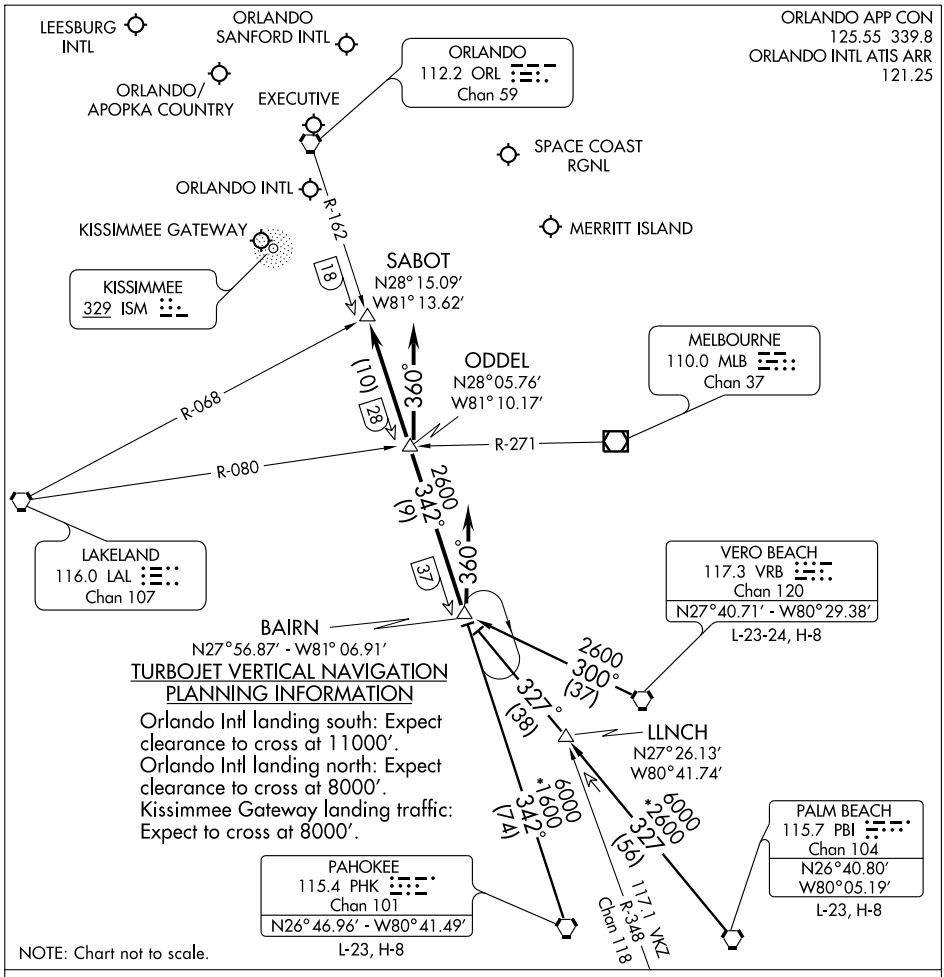
From over COSTR via 060° track to BIGGR, thence as depicted to KNUKL.

NOTE: Chart not to scale.

GOOFY FIVE ARRIVAL (BAIRN.GOOFY5)

ST-571 (FAA)

ORLANDO, FLORIDA



TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Orlando Intl landing south: Expect clearance to cross at 11000′.
Orlando Intl landing north: Expect clearance to cross at 8000′.
Kissimmee Gateway landing traffic: Expect to cross at 8000′.

NOTE: Chart not to scale.

SE-3, 03 JUN 2010 to 01 JUL 2010

PAHOKEE TRANSITION (PHK.GOOFY5): From over PHK VORTAC via PHK R-342 to BAIRN INT. Thence. . . .

PALM BEACH TRANSITION (PBI.GOOFY5): From over PBI VORTAC via PBI R-327 to BAIRN INT. Thence. . . .

VERO BEACH TRANSITION (VRB.GOOFY5): From over VRB VORTAC via VRB R-300 to BAIRN INT. Thence. . . .

ORLANDO INTL:

. . . .RWY 17/18: From over BAIRN INT via ORL R-162 to ODDEL INT. Depart ODDEL INT heading 360° for vectors to final approach course.

. . . .RWY 35/36: Depart BAIRN INT heading 360° for vector to final approach course.

LEESBURG INTL: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to the airport.

ALL OTHER AIRPORTS: . . . .From over BAIRN INT via ORL R-162 to SABOT INT. Expect radar vectors to final approach course.

ILS or LOC RWY 36

TITUSVILLE/SPACE COAST RGNL (TIX)

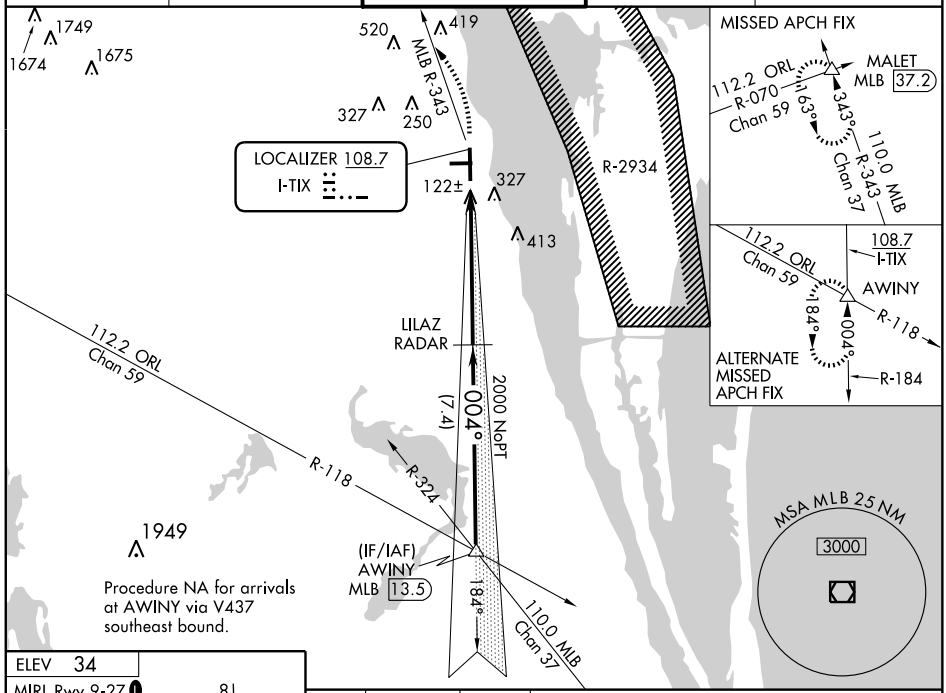
LOC I-TIX	APP CRS	Rwy Idg	7319
108.7	004°	TDZE	34
		Apt Elev	34

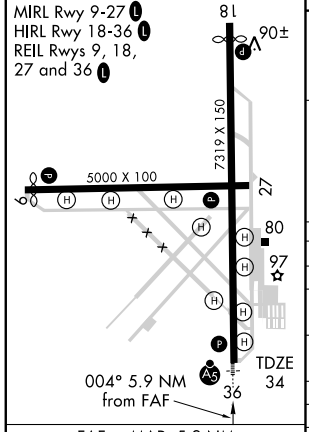
RADAR Required.
When control tower closed, use Melbourne altimeter setting.

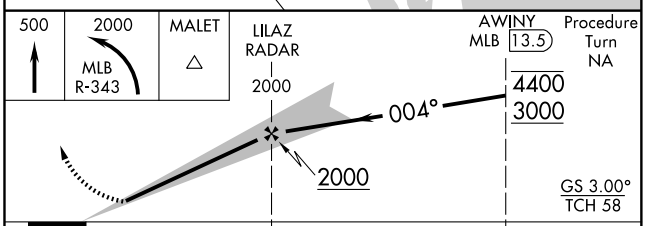
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 and MLB VOR/DME R-343 to MALET INT/MLB 37.2 DME and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95







CATEGORY	A	B	C	D
S-ILS 36	234-½ 200 (200-½)			
S-LOC 36	380-½ 346 (400-½)			
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
S-ILS 36	294-½ 260 (300-½)			
S-LOC 36	440-½ 406 (500-½)		440-¾ 406 (500-¾)	
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

SE-3, 03 JUN 2010 to 01 JUL 2010

MINEE FOUR ARRIVAL (MINEE.MINEE4)

BOXKR TRANSITION (BOXKR.MINEE4): From over BOXKR INT via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

LA BELLE TRANSITION (LBV.MINEE4): From over LBV VORTAC via LBV R-334 to DOWNN INT, then via RSW R-003 to MINEE INT. Thence. . . .

LEE COUNTY TRANSITION (RSW.MINEE4): From over RSW VORTAC via RSW R-003 to MINEE INT. Thence. . . .

ST. PETERSBURG TRANSITION (PIE.MINEE4): From over PIE VORTAC via PIE R-120 to GUMMY INT, then via LAL R-250 to LAL VORTAC, then via LAL R-060 to MINEE INT. Thence. . . .

. . . . From over MINEE INT via LAL R-060 to UNITY INT, then via ORL R-200 to ORL VORTAC.

LEESBURG INTL: Expect radar vectors to airport after UNITY INT.

ALL OTHER AIRPORTS: Expect radar vectors to final approach course after UNITY INT.

ORLANDO APP CON
134.05 339.8
ORLANDO INTL ATIS ARR
121.25

ORLANDO
112.2 ORL
Chan 59
N28°32.56′
W81° 20.10′

LEESBURG INTL

ORLANDO SANFORD INTL

EXECUTIVE

SPACE COAST RGNL

KISSIMMEE GATEWAY

ORLANDO INTL

MERRITT ISLAND

R-200

1600 020° (18)

UNITY
N28°15.69′
W81° 27.04′

MINEE
N28°07.10′
W81° 44.67′

1600 060° (18)

34

ANDRO
N28°02.95′ - W81° 53.14′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 13,000′ and 250 KTS.

113.7 OCF Chan 84 R-165

13000 060° (8)

(9)

16

95

(12)

MOANS
N27°54.83′ - W81° 44.91′
TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Orlando Intl Landing South: Expect clearance to cross at 13,000′.
Orlando Intl Landing North: Expect clearance to cross at 10,000′ and 250 KTS.

N

ST PETERSBURG
116.4 PIE
Chan 111
N27°54.47′
W82°41.06′
L-21-24, H-8

13000 120° (9)

SYKES
N27°39.88′
W83°02.99′

13000 070° (29)

R-250

R-106

LAKELAND
116.0 LAL
Chan 107
N27°59.17′
W82°00.83′

58

(29)

GUMMY
N27°49.59′
W82°31.94′

72

13000 070° (14)

83

10000 003° (24)

DOWNN
N27°30.65′
W81° 45.39′

R-303

R-287

R-084

BOXKR
N27°35.16′
W83° 17.93′

SARASOTA
117.0 SRQ
Chan 117

LEE COUNTY
111.8 RSW
Chan 55
N26°31.79′
W81°46.55′
L-21-23, H-8

10000 003° (59)

10000 334° (45)

LA BELLE
110.4 LBV
Chan 41
N26°49.69′
W81°23.49′
L-21-23, H-8

NOTE: Chart not to scale.

RNAV (GPS) RWY 36

TITUSVILLE/ SPACE COAST RGNL (TIX)

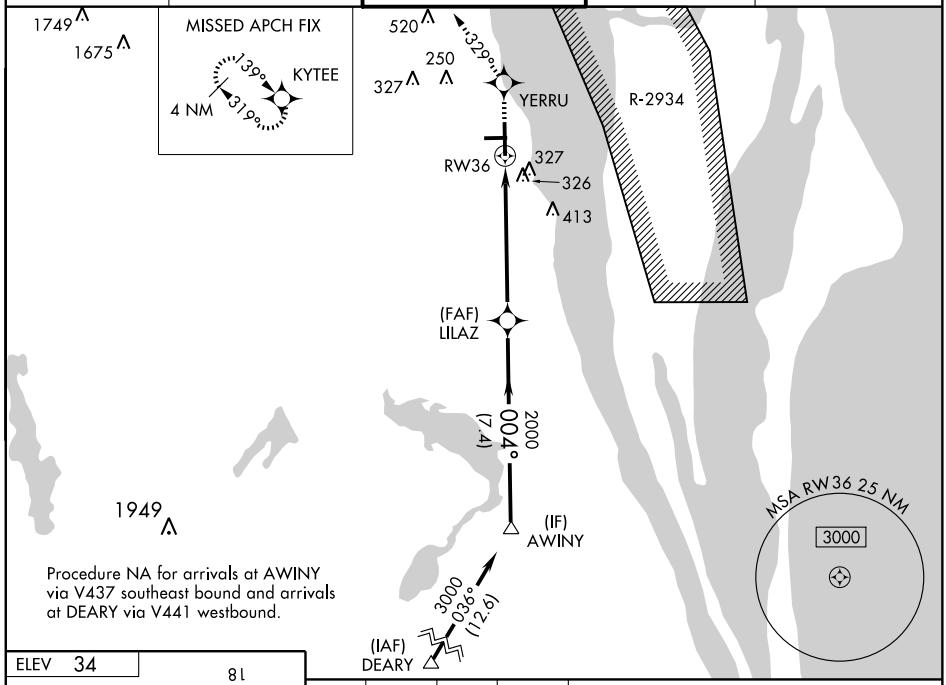
WAAS	APP CRS	Rwy Idg	7319
CH 69313	004°	TDZE	34
W36A		Apt Elev	34

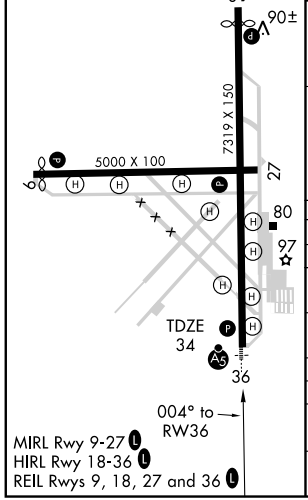
DME/DME RNP-0.3 NA.
When control tower closed, use Melbourne altimeter setting.
VDP NA when using Melbourne altimeter setting.

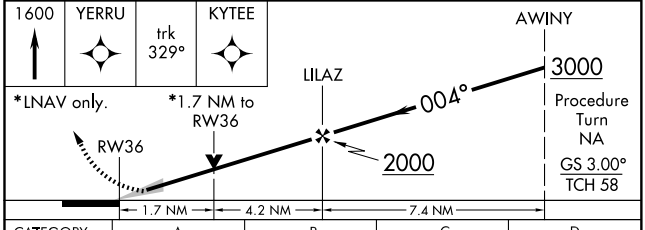
MALSR

MISSED APPROACH: Climb to 1600 direct YERRU and via track 329° to KYTEE and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95







CATEGORY	A	B	C	D
LPV DA	234-½ 200 (200-½)			
LNAV MDA	640-½ 606 (700-½)		640-1¼ 606 (700-1¼)	640-1½ 606 (700-1½)
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
LPV DA	294-½ 260 (300-½)			
LNAV MDA	700-½ 666 (700-½)		700-1¼ 666 (700-1¼)	700-1½ 666 (700-1½)
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

APP CRS	Rwy Idg	4810
094°	TDZE	32
	Apt Elev	34

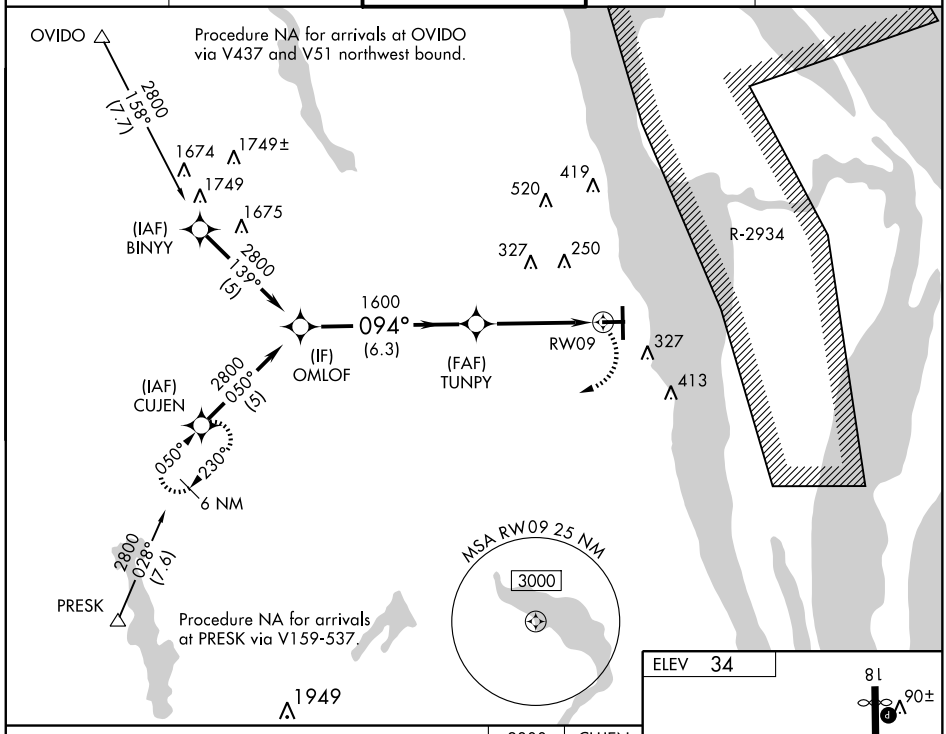
RNAV (GPS) Y RWY 9

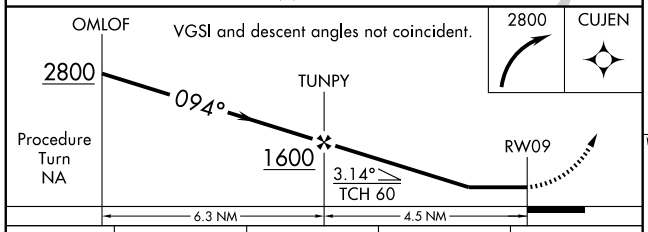
TITUSVILLE/ SPACE COAST RGNL (TIX)

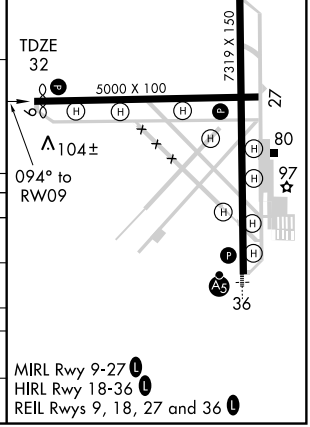
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Melbourne altimeter setting.

MISSED APPROACH: Climbing right turn to 2800 direct CUJEN and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95







CATEGORY	A	B	C	D
LNAV MDA	440-1 408 (500-1)		440-1¼ 408 (500-1¼)	
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
LNAV MDA	500-1 468 (500-1)		500-1¼ 468 (500-1¼)	500-1½ 468 (500-1½)
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

MIRL Rwy 9-27 L
HIRL Rwy 18-36 L
REIL Rwys 9, 18, 27 and 36 L

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	7000
169°	TDZE	32
	Apt Elev	34

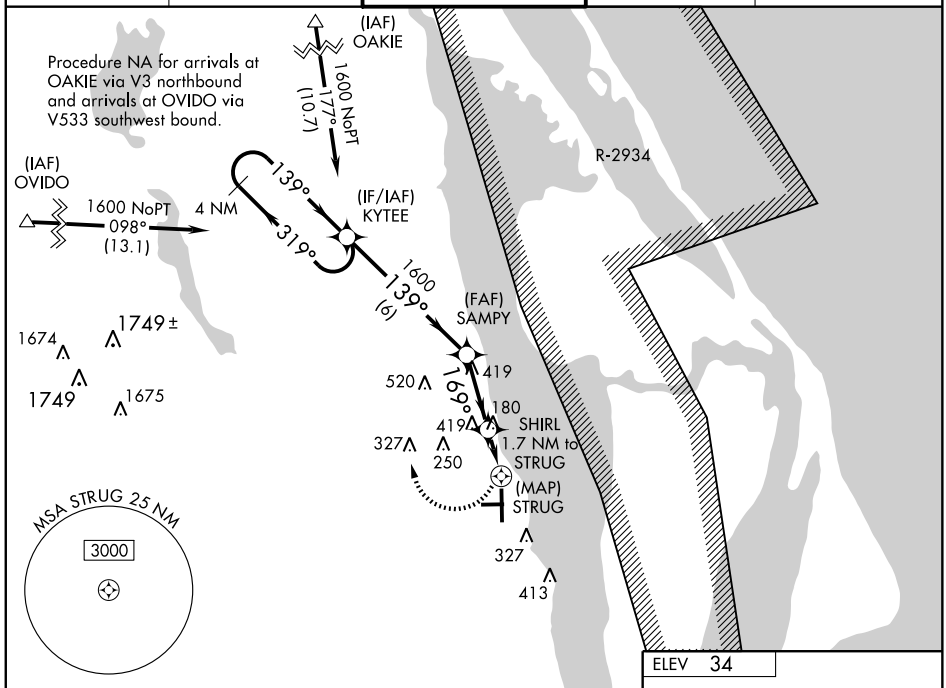
RNAV (GPS) Y RWY 18

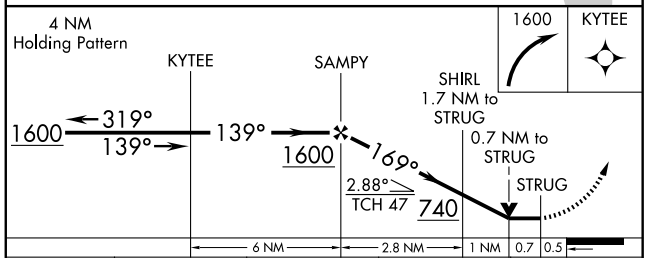
TITUSVILLE/SPACE COAST RGNL (TIX)

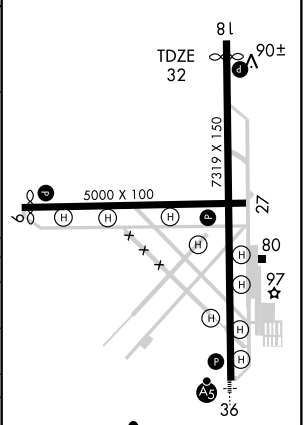
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Melbourne altimeter setting. VDP NA when using Melbourne altimeter setting.

MISSED APPROACH: Climbing right turn to 1600 direct KYTEE and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95







CATEGORY	A	B	C	D
LNAV MDA	440-1 408 (500-1)		440-1¼ 408 (500-1¼)	
CIRCLING	640-1 606 (700-1)		640-1¾ 606 (700-1¾)	640-2 606 (700-2)
MELBOURNE ALTIMETER SETTING MINIMUMS				
LNAV MDA	500-1 468 (500-1)		500-1¼ 468 (500-1¼)	500-1½ 468 (500-1½)
CIRCLING	700-1 666 (700-1)		700-1¾ 666 (700-1¾)	700-2 666 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	4810
CH 45713	094°	TDZE	32
W09A		Apt Elev	34

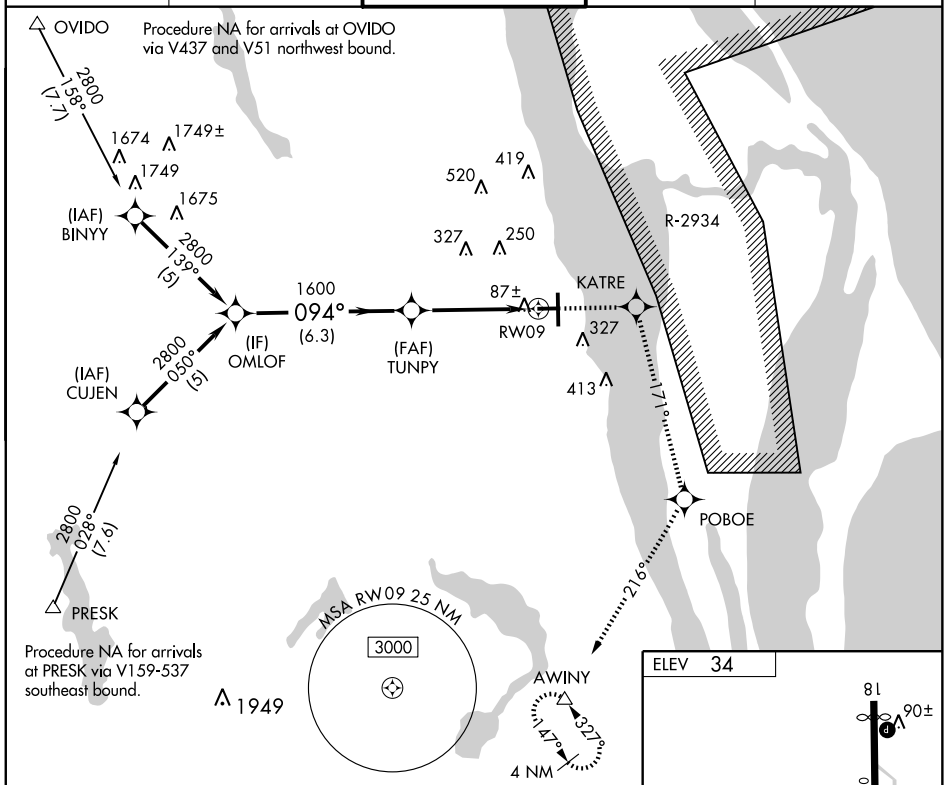
RNAV (GPS) Z RWY 9

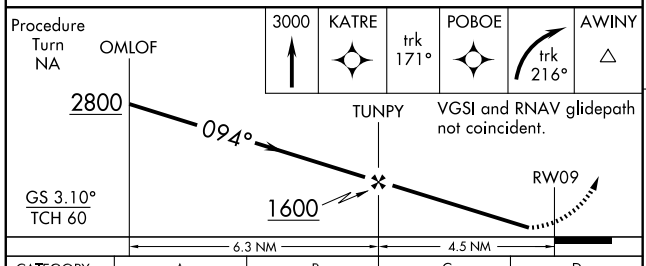
TITUSVILLE/ SPACE COAST RGNL (TIX)

T DME/DME RNP-0.3 NA.
NA Visibility reduction by helicopters NA.
When control tower closed, use Melbourne altimeter setting.

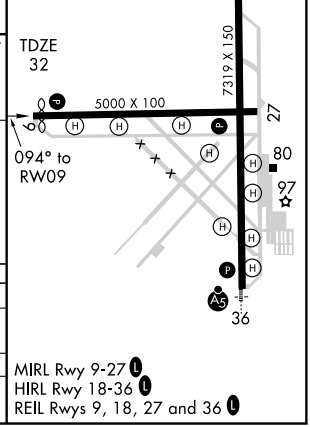
MISSED APPROACH: Climb to 3000 direct KATRE and via track 171° to POBOE and right turn via track 216° to AWINY and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95





CATEGORY	A	B	C	D
LPV DA	324-1 292 (300-1)			
MELBOURNE ALTIMETER SETTING MINIMUMS				
LPV DA	384-1¼ 352 (400-1¼)			



SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	7000
CH 56612	181°	TDZE	32
W18B		Apt Elev	34

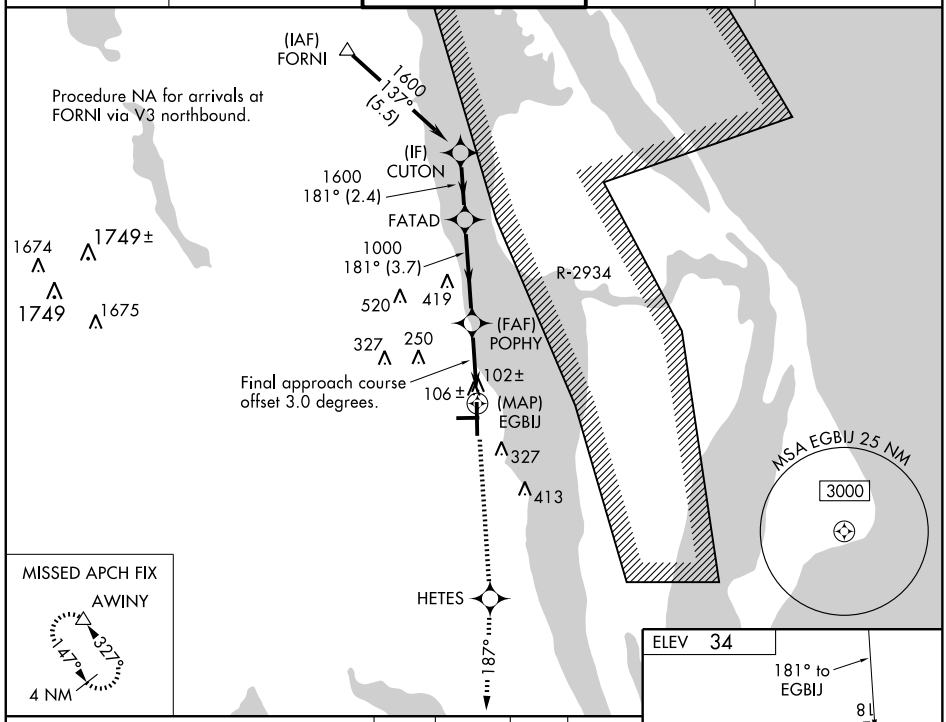
RNAV (GPS) Z RWY 18

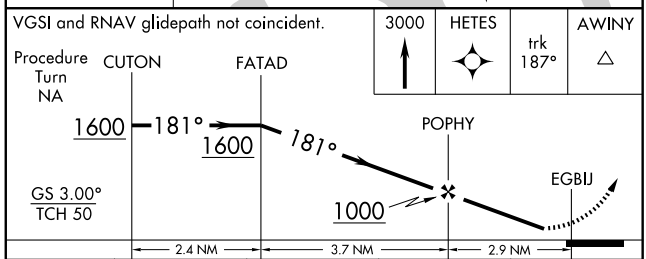
TITUSVILLE/SPACE COAST RGNL (TIX)

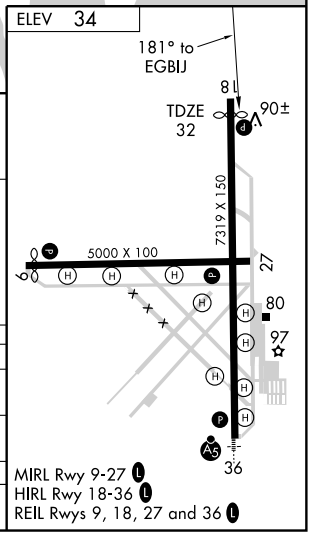
Baro-VNAV NA when using Melbourne altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, use Melbourne altimeter setting.

MISSED APPROACH: Climb to 3000 direct HETES and via track 187° to AWINY and hold.

ATIS	ORLANDO APP CON	SPACE COAST TOWER ★	GND CON	UNICOM
120.625	134.95 281.425	118.9 (CTAF) L	121.85	122.95





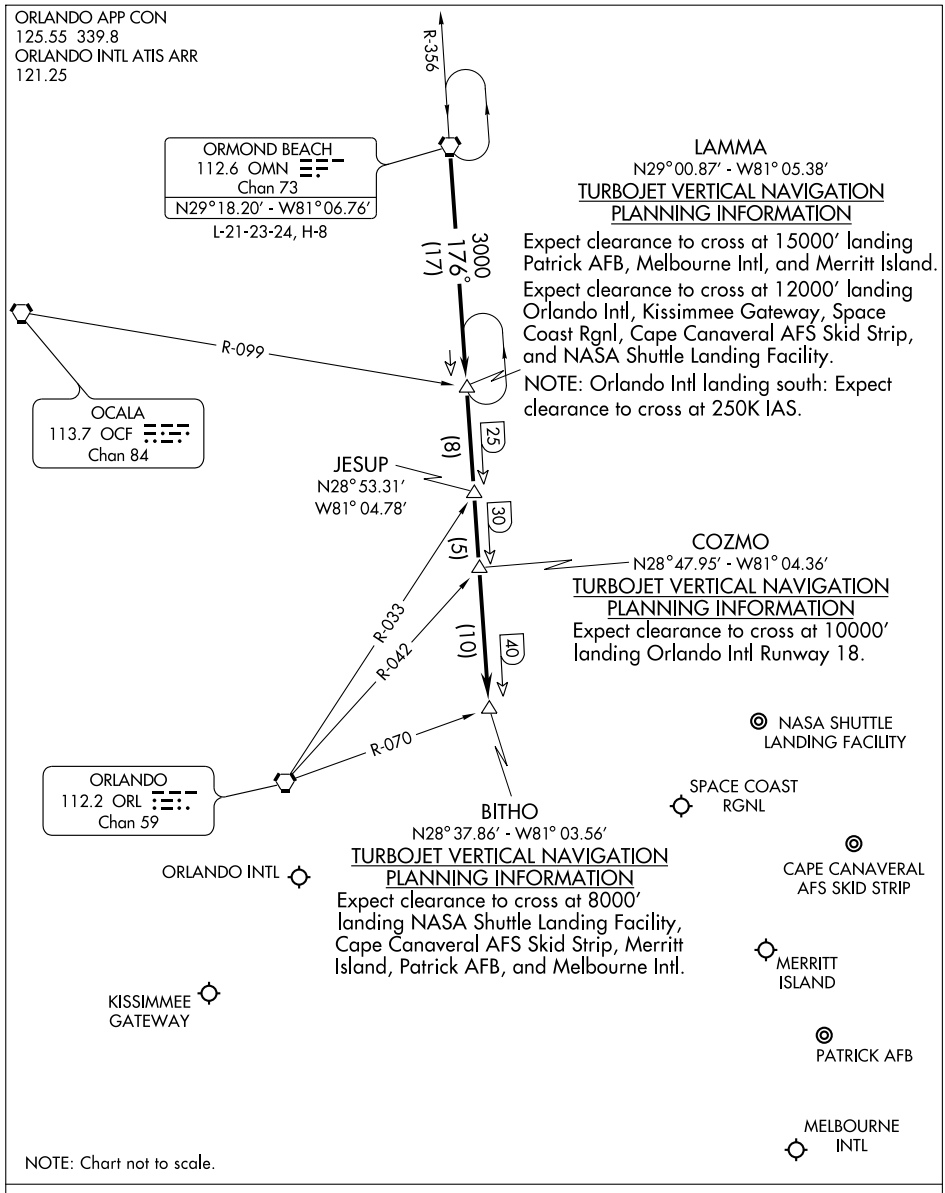


MIRL Rwy 9-27 L
HIRL Rwy 18-36 L
REIL Rwys 9, 18, 27 and 36 L

CATEGORY	A	B	C	D
LPV DA	332-1 300 (300-1)			
LNAV/VNAV DA	377-1¼ 345 (400-1¼)			
MELBOURNE ALTIMETER SETTING MINIMUMS				
LNAV/VNAV DA	437-1½ 405 (500-1½)			

SE-3, 03 JUN 2010 to 01 JUL 2010

BITHO SEVEN ARRIVAL (BITHO.BITHO7) ST-571 (FAA) ORLANDO, FLORIDA



From over OMN VORTAC via OMN R-176 to BITHO INT. Expect radar vectors to final approach course after BITHO INT.

SE-3, 03 JUN 2010 to 01 JUL 2010

GPS RWY 15

APCH CRS	Rwy ldg	15,000
155°	TDZE	10
	Arpt Elev	10

AL-8000 [USAF]

TITUSVILLE/NASA SHUTTLE LANDING FACILITY (KTTS)

NA PRIOR PERMISSION REQUIRED

When control tower clsd , use Melbourne Intl altimeter setting.
*When ALS inop, increase CAT DE vis to 1¼ mile.
**When ALS inop, increase CAT DE vis to 1½ mile.

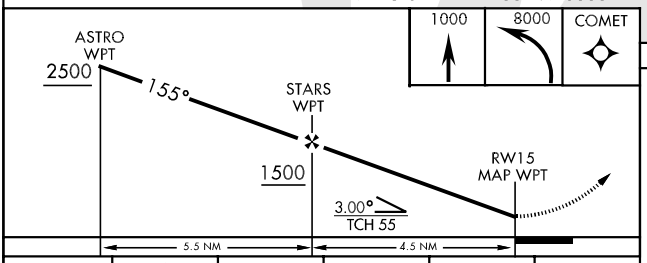
ALSF-2

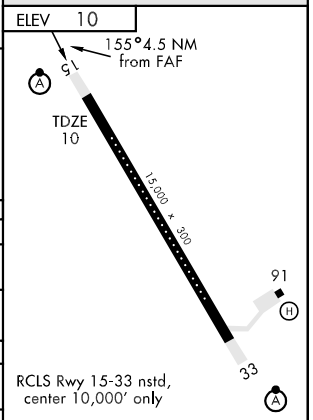
MISSED APPROACH: Climb to 1000 then climbing left turn to 8000 direct COMET and hold.

ORLANDO APP CON	NASA TOWER ★	GND CON
134.95 239.275	128.55 284.0	121.75

For NASA, NASA Contracted, and Military Aircraft only.

(IAF) EARTH
2500
245°
(6.0)
ASTRO
155°
(FAF) STARS
155°
110
(MAP) RW15
509
583
4600
317°
(19.0)
090°
270°
COMET
16,000
063°
(20.7)
INDIA INT
CAPE CANAVERAL AFS SKID STRIP
MSA RW15 25 NM
3000
EMERG SAFE ALT 100 NM 3000





CATEGORY	A	B	C	D	E
S-15 *	360-½ 350 (400-½)			360-1 350 (400-1)	
CIRCLING	420-1 410(500-1)	460-1 450(500-1)	460-1½ 450(500-1½)	900-3 890 (900-3)	
MELBOURNE INTL ALTIMETER SETTING MINIMUMS					
S-15 **	440-½ 430 (500-½)		440-¾ 430(500-¾)	440-1 430 (500-1)	
CIRCLING	500-1 490 (500-1)		500-1½ 490(500-1½)	960-3 950 (1000-3)	

RCLS Rwy 15-33 nstd, center 10,000' only

HIRL Rwy 15-33

SE-3, 03 JUN 2010 to 01 JUL 2010

APCH CRS	Rwy ldg	15,000
349°	TDZE	10
	Arpt Elev	10

AL-8000 [USAF]

GPS RWY 33

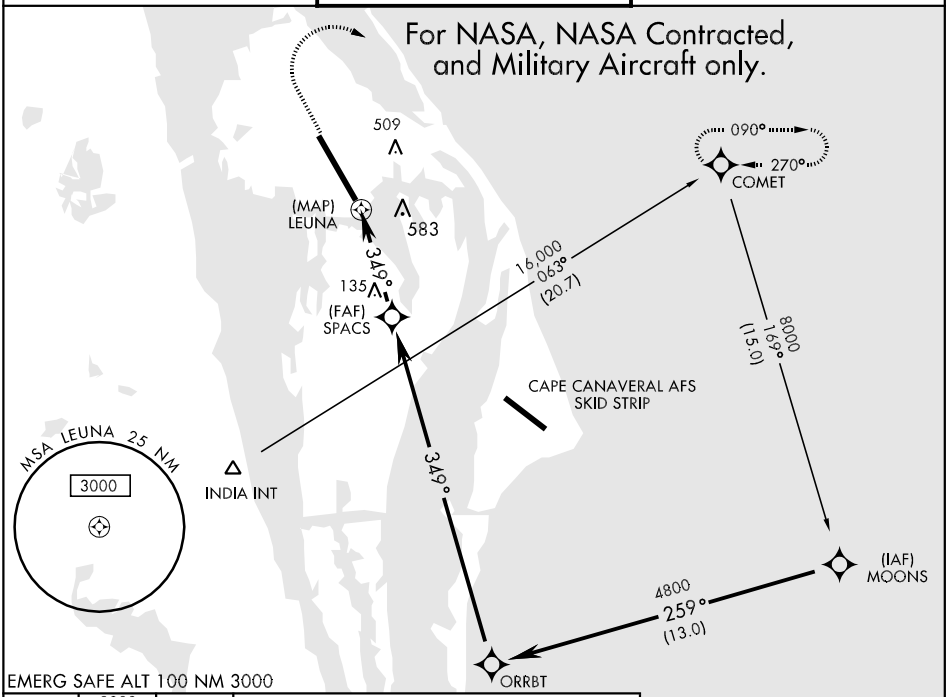
TITUSVILLE/NASA SHUTTLE LANDING FACILITY (KTTS)

NA PRIOR PERMISSION REQUIRED
When control tower clsd , use Melbourne Intl altimeter setting.
*When ALS inop, increase CAT DE vis to 1¼ mile.
**When ALS inop, increase CAT DE vis to 1½ mile.

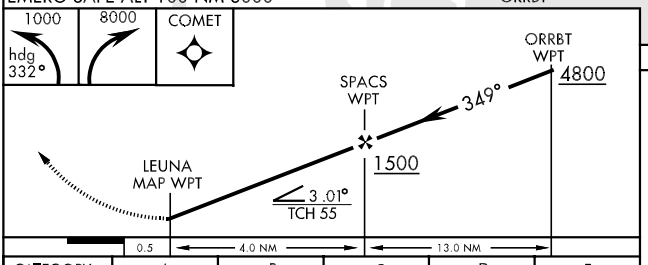
ALSF-2

MISSED APPROACH: Climbing left turn to 1000 via heading 332° then climbing right turn to 8000 direct COMET and hold.

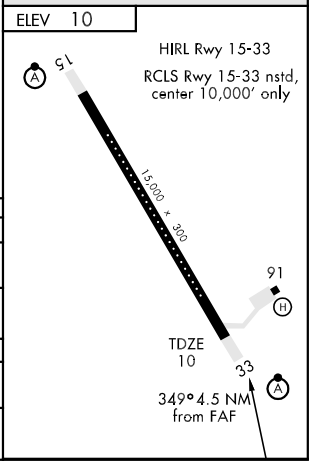
ORLANDO APP CON	NASA TOWER*	GND CON
134.95 239.275	128.55 284.0	121.75



EMERG SAFE ALT 100 NM 3000



ELEV 10



CATEGORY	A	B	C	D	E
S-33 *	400-½ 390 (400-½)			400-1 390 (400-1)	
CIRCLING	420-1 410(500-1)	460-1 450(500-1)	460-1½ 450(500-1½)	900-3 890 (900-3)	
MELBOURNE INTL ALTIMETER SETTING MINIMUMS					
S-33 **	460-½ 450 (500-½)		460-¾ 450(500-¾)	460-1 450 (500-1)	
CIRCLING	500-1 490 (500-1)		500-1½ 490(500-1½)	960-3 950 (1000-3)	

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 15

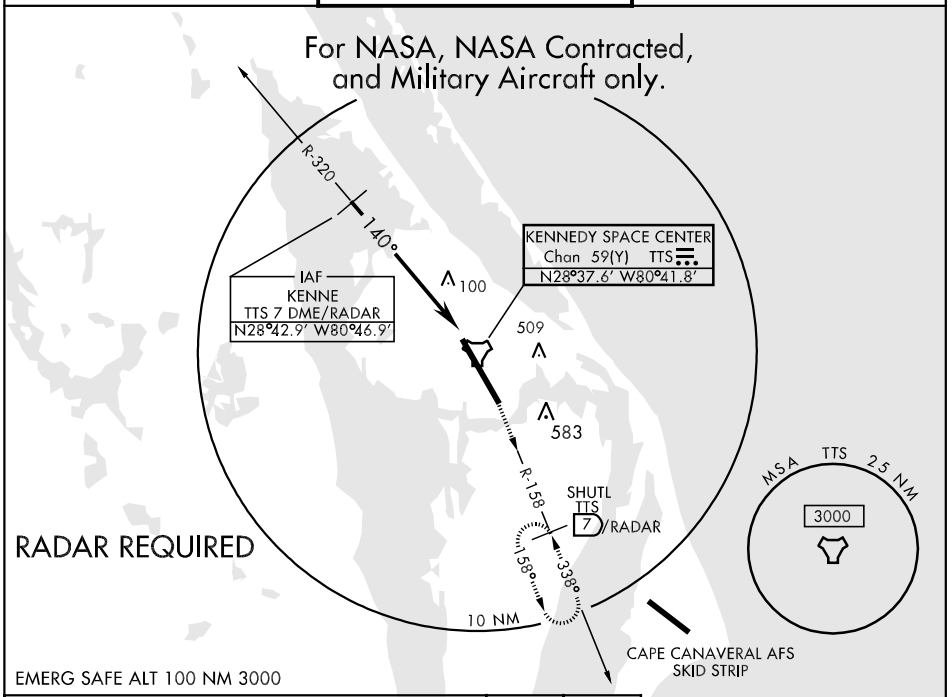
TACAN TTS Chan 59(Y)	APCH CRS 140°	Rwy ldg 15,000 TDZE 10 Arpt Elev 10	AL-8000 [USAF] TITUSVILLE/NASA SHUTTLE LANDING FACILITY (KTTS)

NA PRIOR PERMISSION REQUIRED
When control tower clsd , use Melbourne Intl altimeter setting.
*When ALS inop, increase CAT DE vis to ¼ mile.
**When ALS inop, increase CAT DE vis to ½ mile.

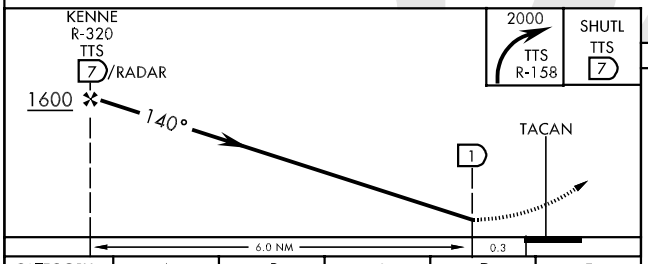
ALSF-2

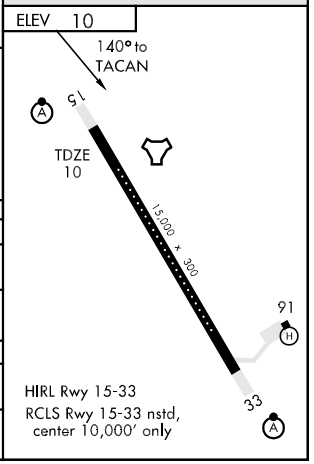
MISSED APPROACH: Climb to 2000 via TTS R-158 to SHUTL 7 DME/RADAR and hold.

ORLANDO APP CON	NASA TOWER *	GND CON
134.95 239.275	128.55 284.0	121.75



EMERG SAFE ALT 100 NM 3000





CATEGORY	A	B	C	D	E
S-15 *	380-½ 370 (400-½)			380-1 370 (400-1)	
CIRCLING	420-1 410(500-1)	460-1 450(500-1)	460-1½ 450(500-1½)	900-3 890 (900-3)	
MELBOURNE INTL ALTIMETER SETTING MINIMUMS					
S-15 **	460-½ 450 (500-½)		460-¾ 450(500-¾)	460-1 450 (500-1)	
CIRCLING	500-1 490 (500-1)		500-1½ 490(500-1½)	960-3 950 (1000-3)	

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 33

TACAN TTS Chan 59(Y)	APCH CRS 338°	Rwy ldg 15,000 TDZE 10 Arpt Elev 10	AL-8000 [USAF] TITUSVILLE/NASA SHUTTLE LANDING FACILITY (KTTS)

NA PRIOR PERMISSION REQUIRED
When control tower clsd, use Melbourne Intl altimeter setting.
* When ALS inop, increase CAT E vis ½ mile.

ALSF-2

MISSED APPROACH: Climb to 2000 via TTS R-320 to KENNE 7 DME and hold.

ORLANDO APP CON	NASA TOWER ★	GND CON
134.95 239.275	128.55 284.0	121.75

For NASA, NASA Contracted, and Military Aircraft only.

KENNE TTS 7

140°
320°
R-320

KENNEDY SPACE CENTER
Chan 59(Y) TTS
N28°37.6′ W80°41.8′

100
509
583

338°
R-158

IAF
SHUTL
TTS 7 DME/RADAR
N28°31.1′ W80°38.8′

RADAR REQUIRED

10 NM

MSA TTS 25 NM
3000

CAPE CANAVERAL AFS
SKID STRIP

EMERG SAFE ALT 100 NM 3000

2000
TTS R-320

KENNE TTS 7

SHUTL TTS 7/RADAR

1600

338°

TACAN

2

5 NM

ELEV 10

HIRL Rwy 15-33

RCLS Rwy 15-33 nstd, center 10,000′ only

15

15,000 × 300

91

TDZE 10

33

338° to TACAN

CATEGORY	A	B	C	D	E
S-33 *	600-½ 590 (600-½)		600-1 590(600-1)	600-1¼ 590(600-1¼)	600-1½ 590(600-1½)
CIRCLING	600-1 590 (600-1)		600-1½ 590(600-1½)	900-3 890 (900-3)	
MELBOURNE INTL ALTIMETER SETTING MINIMUMS					
S-33 *	680-½ 670 (700-½)		680-1¼ 670(700-1¼)	680-1½ 670(700-1½)	680-1¾ 670(700-1¾)
CIRCLING	680-1 670 (700-1)		680-1¾ 670(700-1¾)	960-3 950 (1000-3)	

APP CRS	Rwy Idg	2961
161°	TDZE	30
	Apt Elev	30

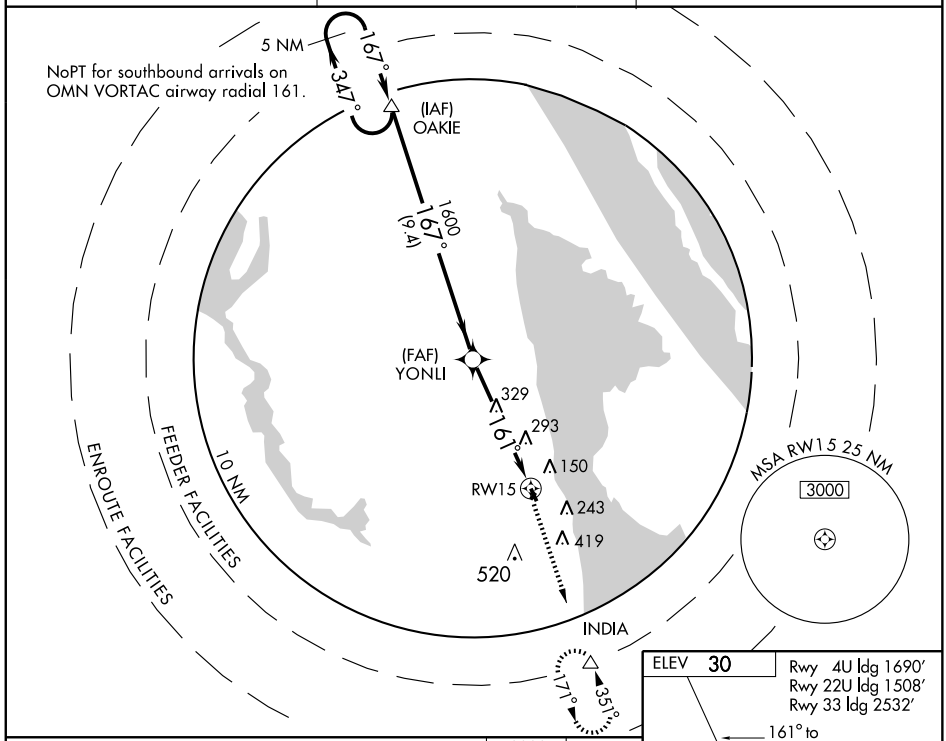
GPS RWY 15

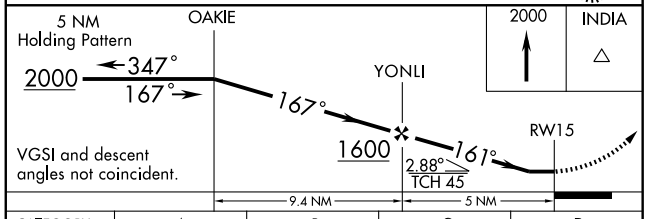
TITUSVILLE/ARTHUR DUNN AIR PARK (X21)

Use Space Coast Rgnl altimeter setting; when not received, use Orlando Intl altimeter setting.

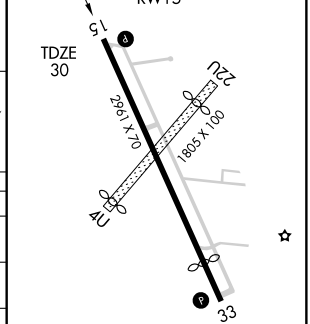
MISSED APPROACH: Climb to 2000 direct INDIA WP and hold.

AWOS-3	ORLANDO APP CON	UNICOM
119.725	134.95 281.425	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-15	660-1	630 (700-1)	660-1¾ 630 (700-1¾)	NA
CIRCLING	660-1	630 (700-1)	760-2 730 (800-2)	NA
ORLANDO INTL ALTIMETER SETTING MINIMUMS				
S-15	720-1	690 (700-1)	720-2 690 (700-2)	NA
CIRCLING	720-1	690 (700-1)	800-2¼ 770 (800-2¼)	NA



SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	2532
341°	TDZE	30
	Apt Elev	30

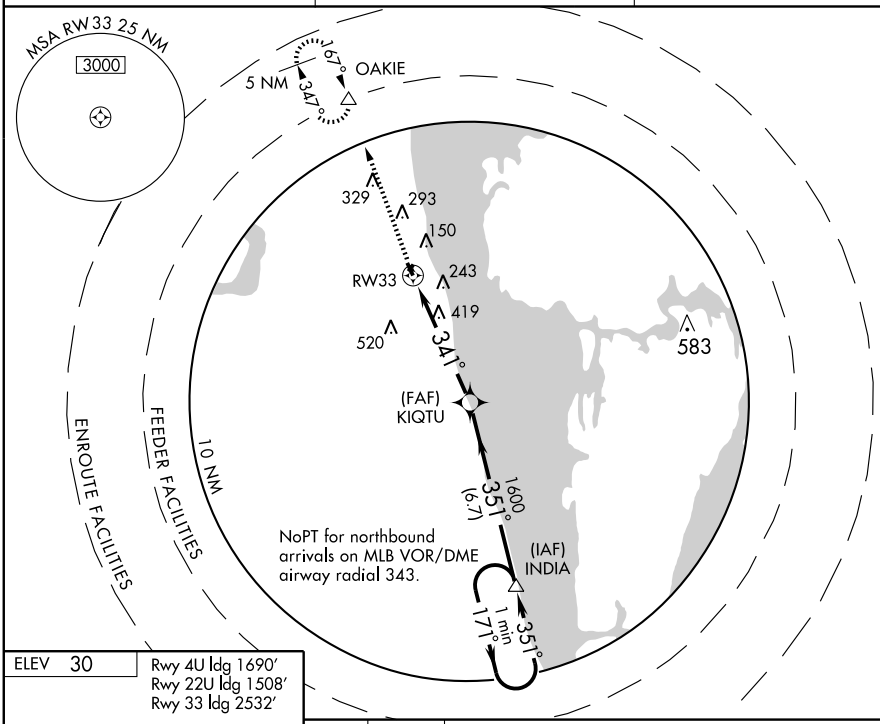
GPS RWY 33

TITUSVILLE/ARTHUR DUNN AIR PARK (X21)

Use Space Coast Rgnl altimeter setting; when not received, use Orlando Intl altimeter setting.

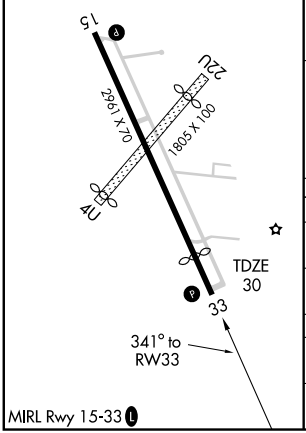
MISSED APPROACH: Climb to 2000 direct OAKIE WP and hold.

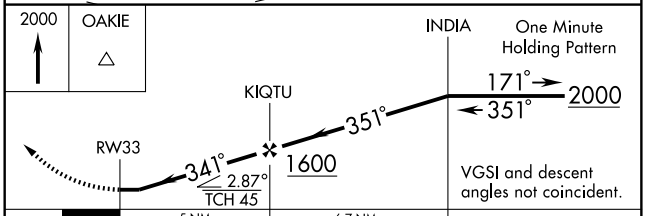
AWOS-3	ORLANDO APP CON	UNICOM
119.725	134.95 281.425	123.0 (CTAF) L



ELEV 30

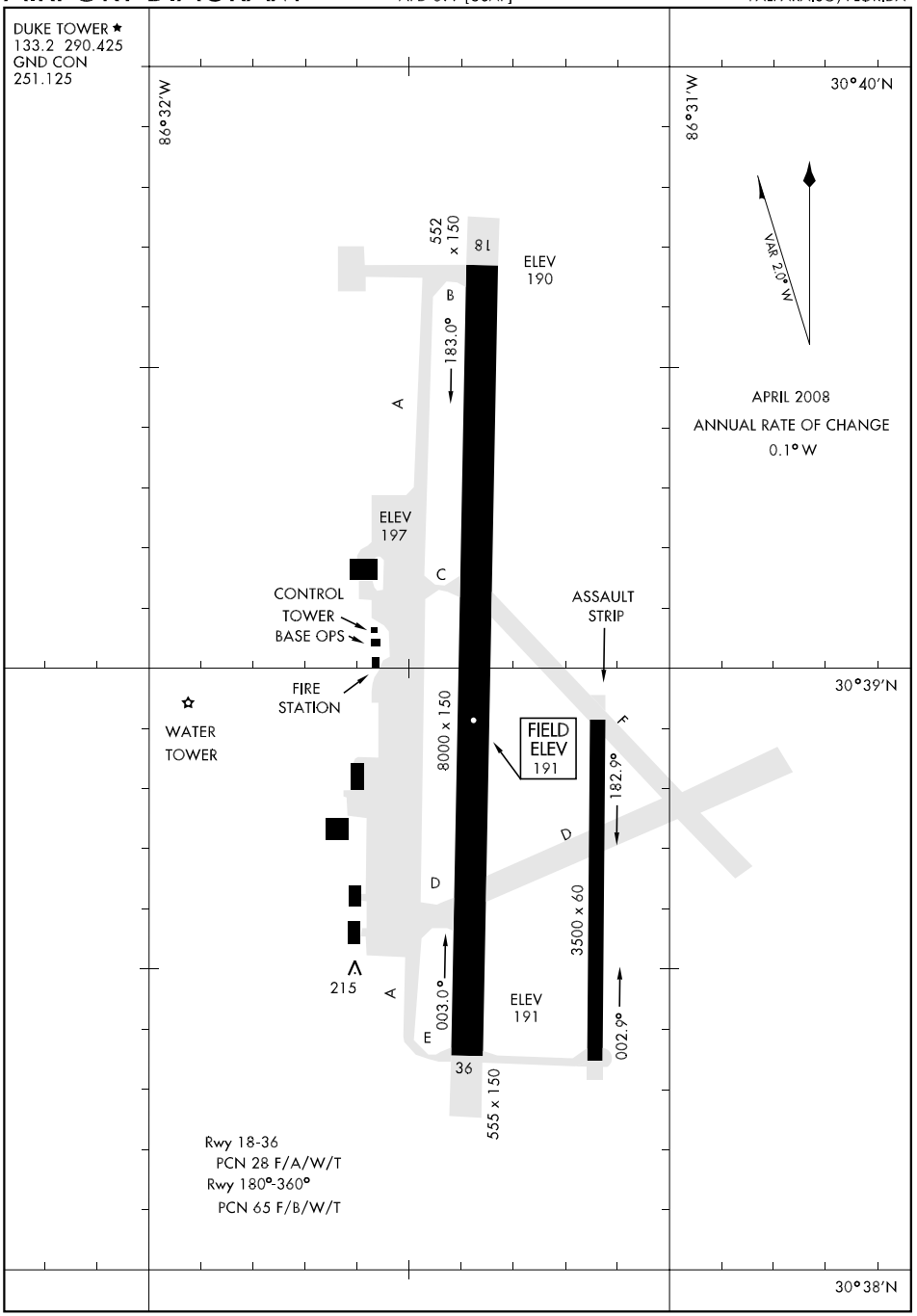
Rwy 4U ldg 1690′
Rwy 22U ldg 1508′
Rwy 33 ldg 2532′





CATEGORY	A	B	C	D
S-33	740-1 710 (800-1)		740-2 710 (800-2)	NA
CIRCLING	740-1 710 (800-1)		760-2 730 (800-2)	NA
ORLANDO INTL ALTIMETER SETTING MINIMUMS				
S-33	800-1 770 (800-1)	800-1¼ 770 (800-1¼)	800-2¼ 770 (800-2¼)	NA
CIRCLING	800-1 770 (800-1)	800-1¼ 770 (800-1¼)	800-2¼ 770 (800-2¼)	NA

SE-3, 03 JUN 2010 to 01 JUL 2010



SE-3, 03 JUN 2010 to 01 JUL 2010

ILS RWY 18 or LOC RWY 18

LOC I-EGI	APCH CRS	Rwy ldg	8000
111.7	181°	TDZE	191
		Arpt Elev	191

AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

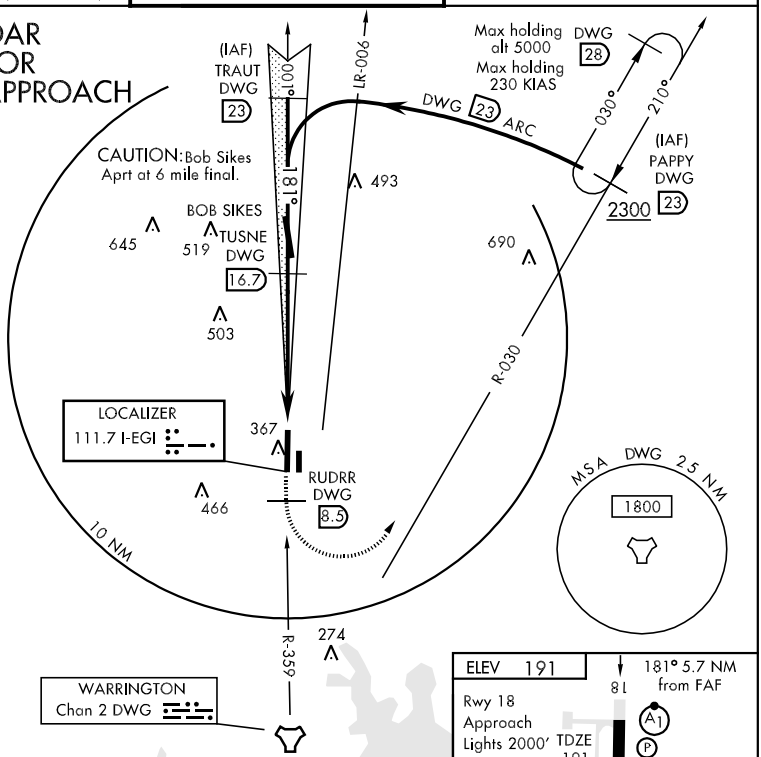
* When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase RVR by 1000, vis by ¼ mile.

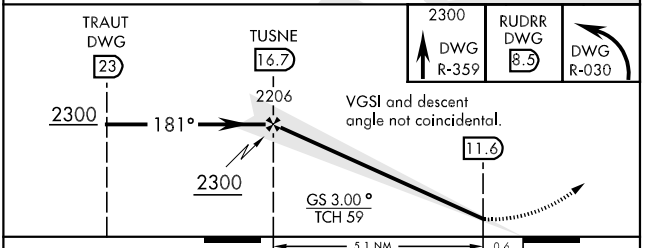
ALSF-1

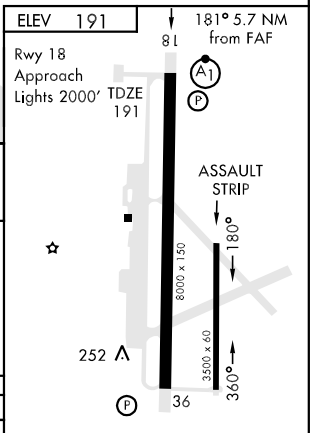
MISSED APPROACH: Climb on DWG R-359 to 8.5 DME (RUDRR), then climbing left turn to 2300 direct DWG R-030/23 DME (PAPPY) and hold.

EGLIN APP CON	DUKE TOWER*	GND CON
125.1 281.45 (271°- 089°)	133.2 290.425	251.125
132.1 360.6 (090°- 270°)		

DME OR RADAR REQUIRED FOR LOCALIZER APPROACH







CATEGORY	A	B	C	D	E
S-ILS 18 *	391/24	200 (200-½)			
S-LOC 18**	560/40 369 (400-¾)			560/50 369 (400-1)	
CIRCLING	680-1 489 (500-1)		700-1½ 509(600-1½)	760-2 569 (600-2)	840-2¼ 649 (700-2¼)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 36

APCH CRS	Rwy Idg	8000
001°	TDZE	191
	Arpt Elev	191

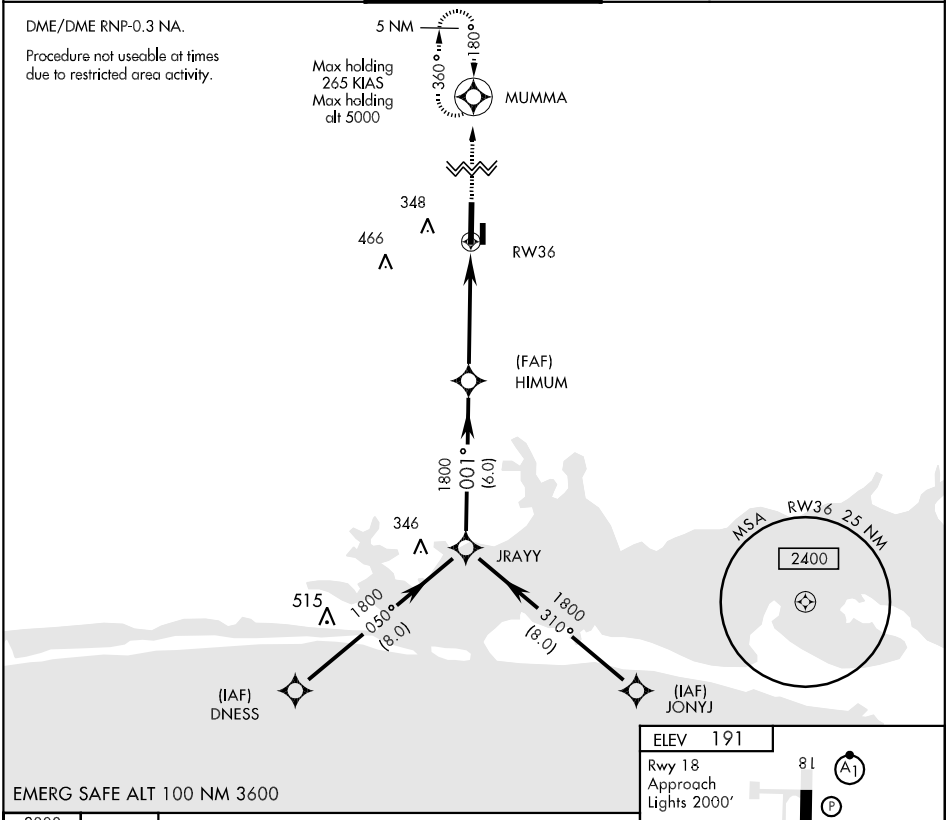
AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

MISSED APPROACH: Climb straight ahead to 2000 direct MUMMA and hold.

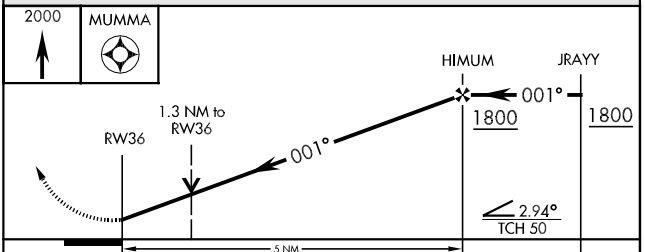
EGLIN APP CON	DUKE TOWER★	GND CON
125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	133.2 290.425	251.125

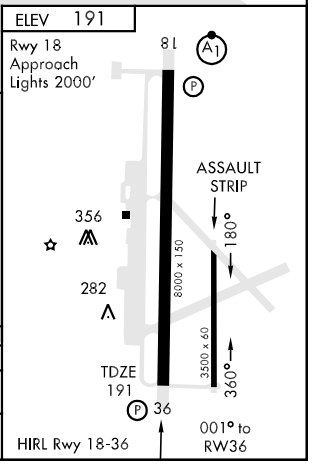
DME/DME RNP-0.3 NA.

Procedure not useable at times due to restricted area activity.



EMERG SAFE ALT 100 NM 3600





CATEGORY	A	B	C	D	E
LNAV	640-1 449 (500-1)		640-1¼ 449 (500-1¼)	640-1½ 449 (500-1½)	
CIRCLING	680-1 489 (500-1)		700-1½ 509 (600-1½)	760-2 569 (600-2)	840-2¼ 649 (700-2¼)

SE-3, 03 JUN 2010 to 01 JUL 2010

TACAN RWY 18

TACAN	DWG	APCH CRS	Rwy ldg	8000
Chan	2	180°	TDZE	191
			Arpt Elev	191

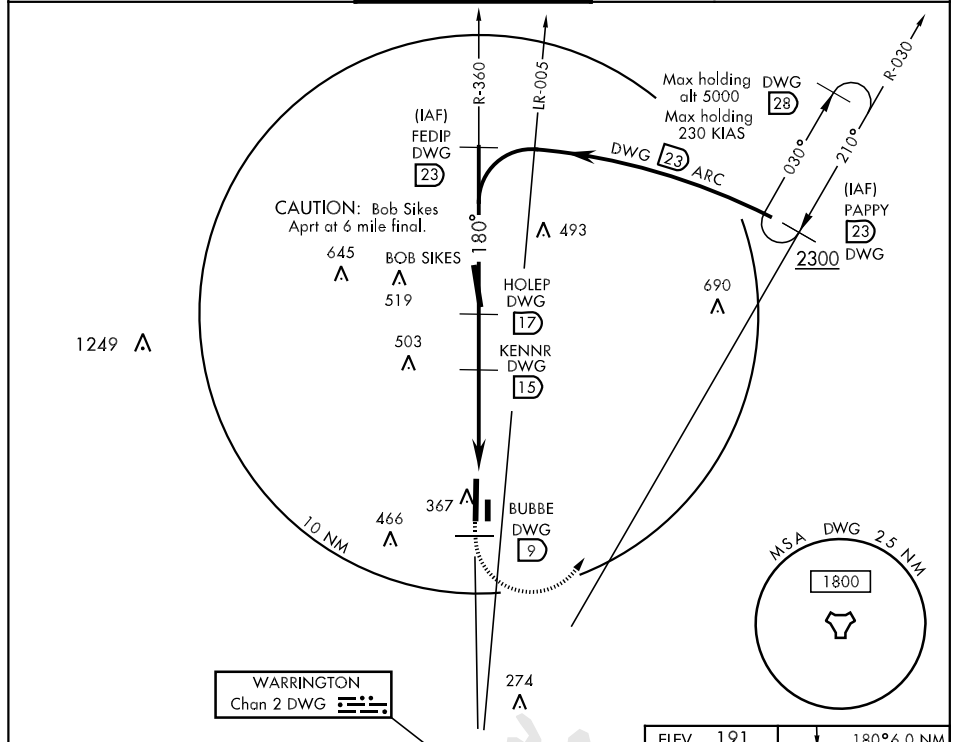
AL-699 [USAF] DUKE FLD (EGLIN AF AUX NR3) (KEGI)

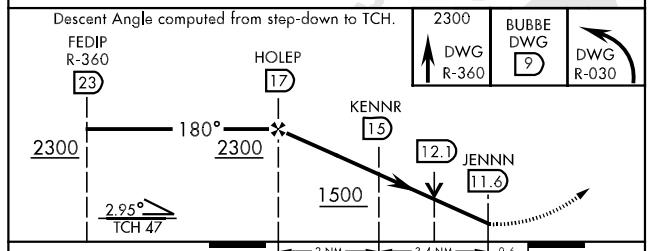
* When ALS inop, increase RVR by 1000, vis by ¼ mile.

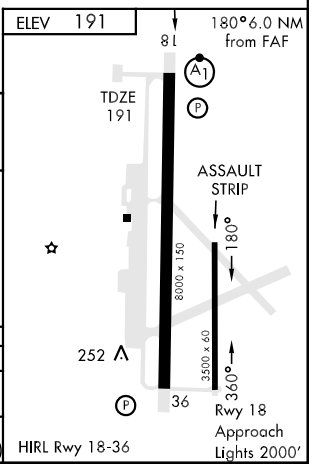
ALSF-1

MISSED APPROACH: Climb on DWG R-360 to 9 DME, (BUBBE) then climbing left turn to 2300 direct DWG R-030/23DME (PAPPY) and hold.

EGLIN APP CON	DUKE TOWER★	GND CON
125.1 281.45 (271°- 089°)	133.2 290.425	251.125
132.1 360.6 (090°- 270°)		







CATEGORY	A	B	C	D	E
S-18 *	580/40 389 (400-¾)			580/50 389 (400-1)	
CIRCLING	680-1 489 (500-1)		700-1½ 509(600-1½)	760-2 569 (600-2)	840-2¼ 649 (700-2¼)

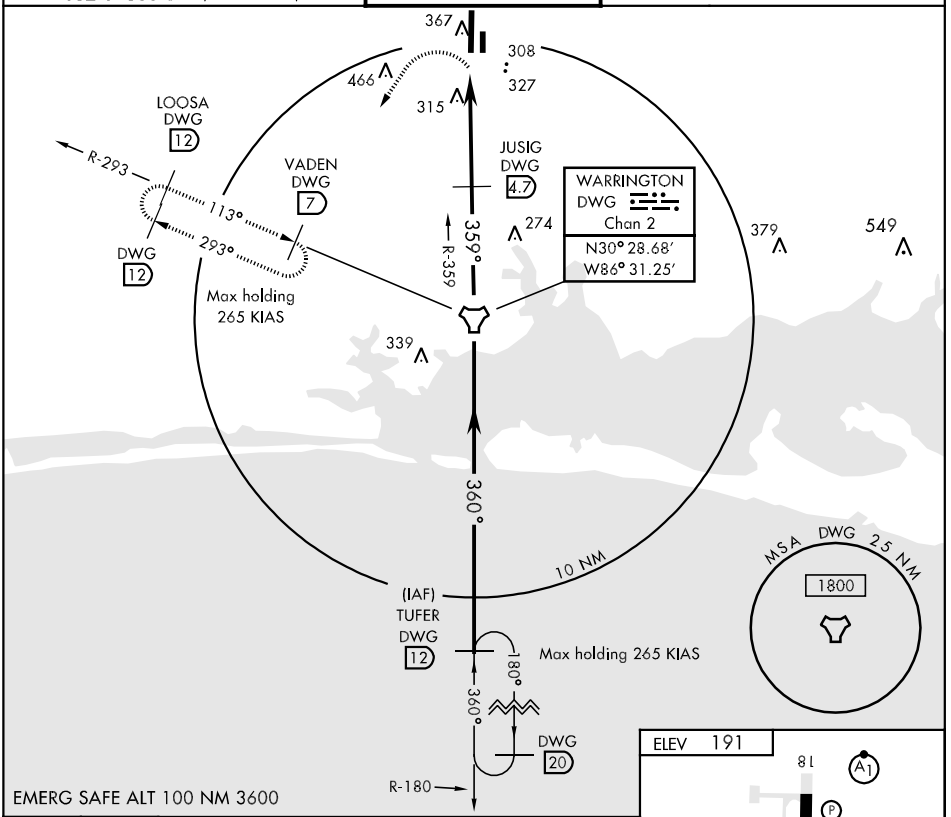
SE-3, 03 JUN 2010 to 01 JUL 2010

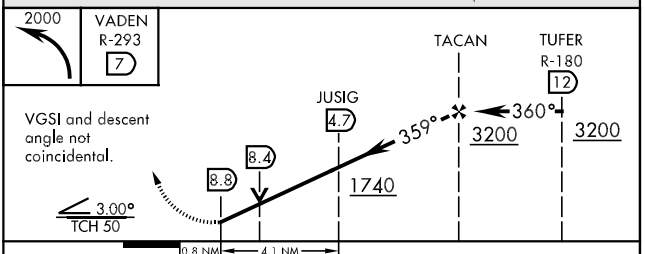
TACAN RWY 36

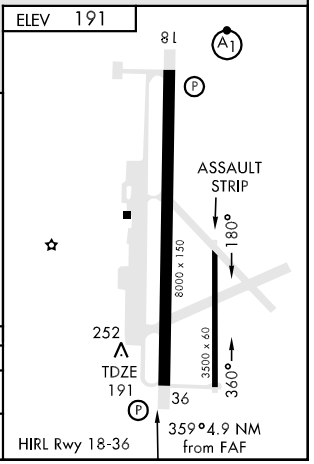
TACAN Chan	DWG 2	APCH CRS 359°	Rwy ldg 8000 / TDZE 191 / Arpt Elev 191	AL-699 [USAF]	DUKE FLD (EGLIN AF AUX NR3)	(KEGI)

MISSED APPROACH: Climbing left turn to 2000 direct DWG R-293/7 DME (VADEN) and hold.

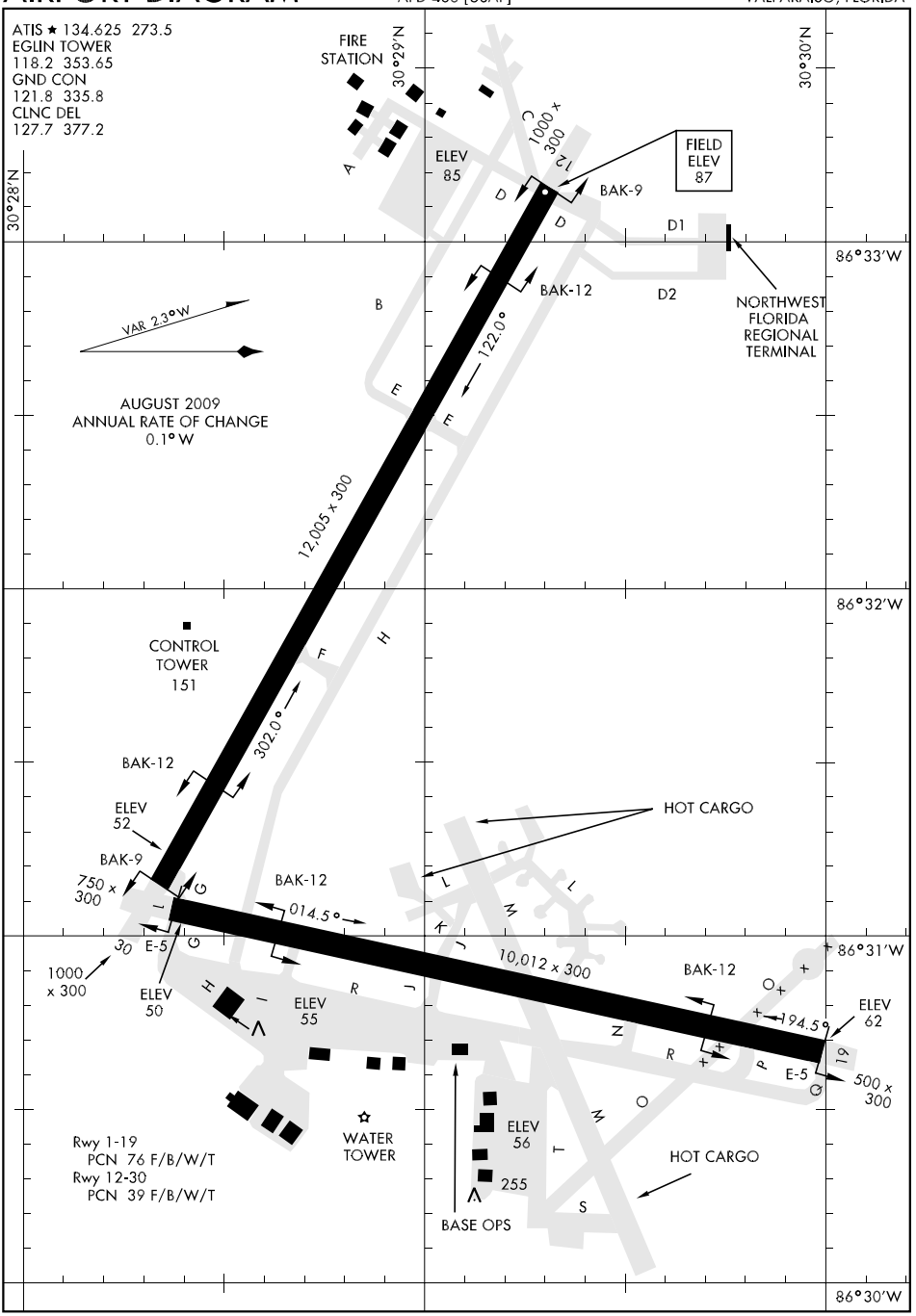
EGLIN APP CON	DUKE TOWER★	GND CON
125.1 281.45 (271°- 089°) 132.1 360.6 (090°- 270°)	133.2 290.425	251.125







CATEGORY	A	B	C	D	E
S-36	640-1 449 (500-1)		640-1¼ 449 (500-1¼)	640-1½ 449 (500-1½)	
CIRCLING	680-1 489 (500-1)		700-1½ 509 (600-1½)	760-2 569 (600-2)	840-2¼ 649 (700-2¼)



SE-3, 03 JUN 2010 to 01 JUL 2010

HI-ILS RWY 19 or HI-LOC RWY 19

EGLIN AFB (KVPS)

LOC I-CAH	APCH CRS	Rwy ldg 10,012 / TDZE 65 / Arpt Elev 87
109.1	192°	JAL-436 [USAF]

* When ALS inop, increase all CAT RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1¼ miles.

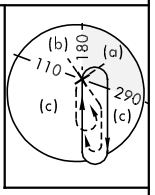
ALSF-1

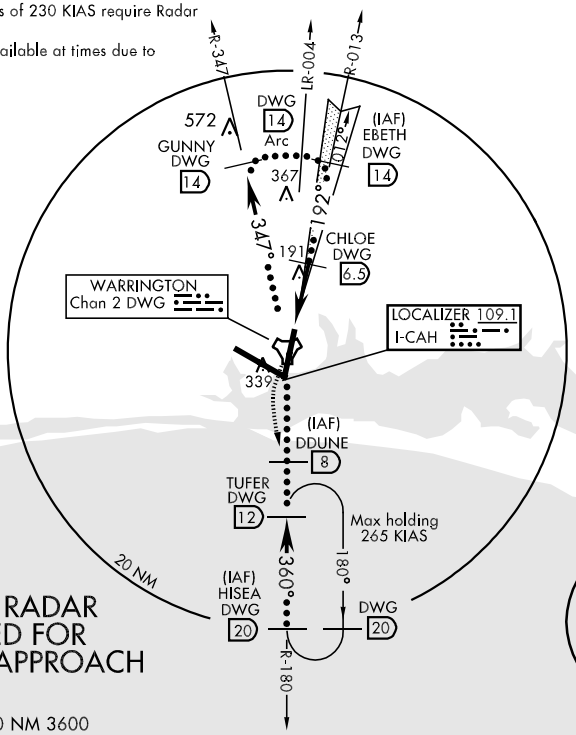
MISSED APPROACH: Climb to 2200 on the DWG R-180 to TUFER/12 DME and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° / 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

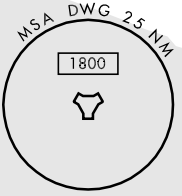
Aircraft holding in excess of 230 KIAS require Radar monitoring.

Procedure may not be available at times due to restricted area activity.

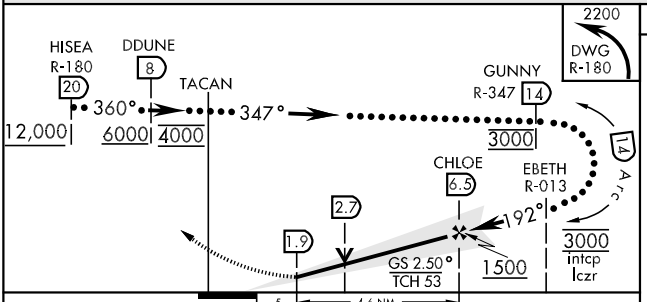




DME OR RADAR REQUIRED FOR LOCALIZER APPROACH



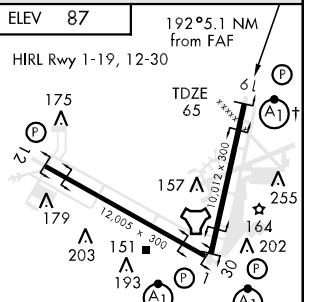
EMERG SAFE ALT 100 NM 3600



ELEV 87

192° 5.1 NM from FAF

HIRL Rwy 1-19, 12-30



† Rwy 19 apch lgt 1500' nonstandard.

CATEGORY	C	D	E
S-ILS 19 ★	265/40	200 (200-¾)	
S-LOC 19 ★★	480/40	415 (400-¾)	480/50 415 (400-1)
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

FAF to MAP 4.6 NM					
Knots	120	140	160	180	200
Min:Sec	2:18	1:58	1:43	1:32	1:23

30° 29'N-86° 32'W

Amdt 2 10126

SE-3, 03 JUN 2010 to 01 JUL 2010

HI-ILS RWY 30 or HI-LOC RWY 30

LOC I-VPS	APCH CRS	Rwy ldg 12,005
110.3	300°	TDZE 74
		Arpt Elev 87

JAL-436 [USAF]

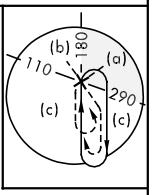
EGLIN AFB (KVPS)

* When ALS inop increase CAT AB vis to ¾ mile.
** When ALS inop increase vis by ½ mile.

ALSF-1

MISSED APPROACH: Climb straight ahead to 600 then climbing left turn to 2200 direct TUFER/12 DME and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2



Procedure not useable at times due to restricted area activity

Aircraft holding in excess of 230Kts require radar monitoring.

645

LOCALIZER 110.3
I-VPS

WARRINGTON
Chan 2 DWG

308

379

CAUTION:
Coupled approaches not authorized inside decision height.

SHYPP
DWG
5.4

378
339

TEXXS
DWG
12

300°
120°

MSA DWG 2.5 NM
1800

749

353

R-180

TUFER
DWG
12

12 Arc

DWG

180°

R-121

LR-131

Max holding
265 KIAS

20 NM

360°

(IAF)
HISEA
DWG
20

DWG
20

DME or RADAR
REQUIRED FOR
LOCALIZER APPROACH

EMERG SAFE ALT 100 NM 3600

600 2200
DWG
R-180

TACAN

TUFER
R-180
12

HISEA
R-180
20

TEXXS
R-121
12

360°

12,000

SHYPP
5.4

6000

300°

1600

intcp Tczr

12 Arc

JABTA
.9

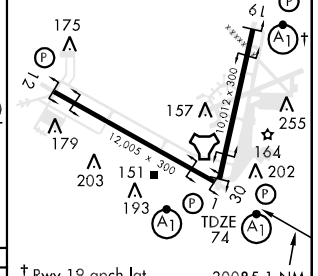
1500

GS 2.50°
TCH 58

.6 4.5 NM

ELEV 87

HIRL Rwy 1-19, 12-30



† Rwy 19 apch lgt 1500′ nonstandard.

300°-5.1 NM from FAF

CATEGORY	C	D	E
S-ILS 30 *	274-½	207 (200-½)	
S-LOC 30 **	440-¾	366 (400-¾)	
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

LOC FAF to MAP 4.5 NM					
Knots	120	140	160	180	200
Min:Sec	2:15	1:56	1:41	1:30	1:21

SE-3, 03 JUN 2010 to 01 JUL 2010

HI-TACAN RWY 1

EGLIN AFB (KVPS)

TACAN	DWG	APCH CRS	Rwy Idg	10,012
Chan	2	360°	TDZE	65
			Arpt Elev	87

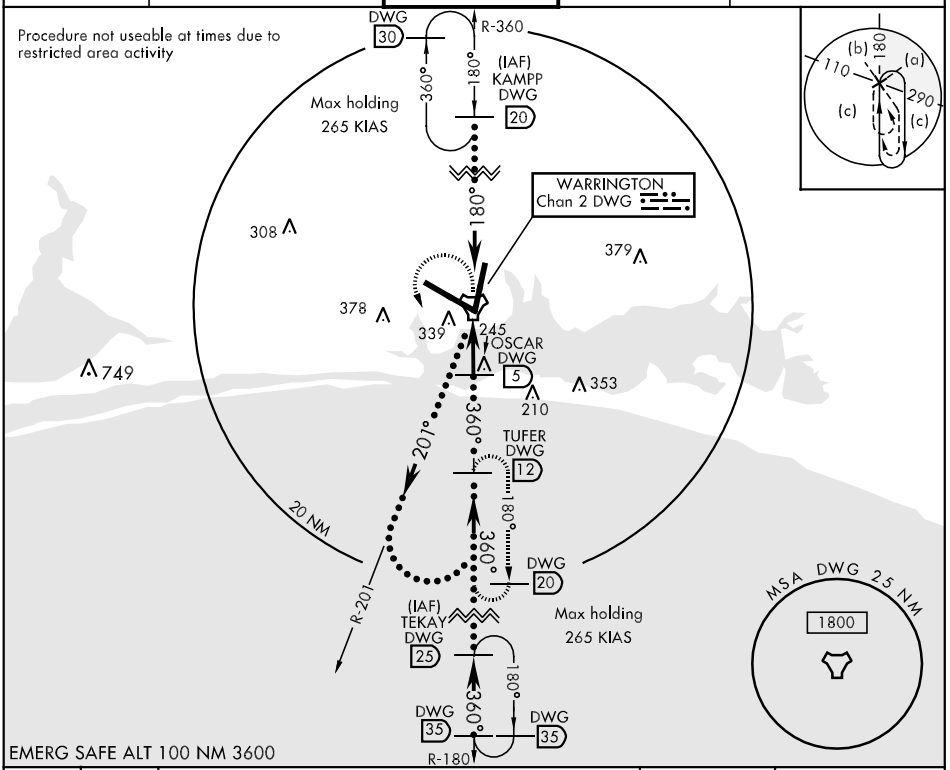
JAL-436 [USAF]

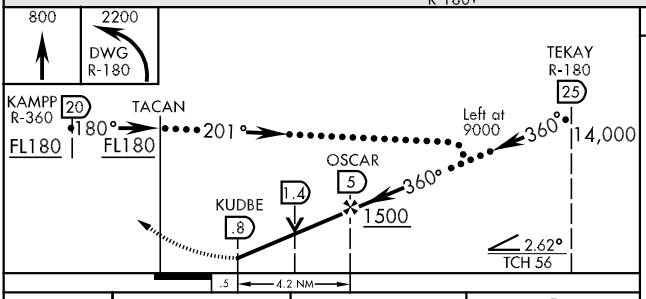
* When ALS inop increase CAT C RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

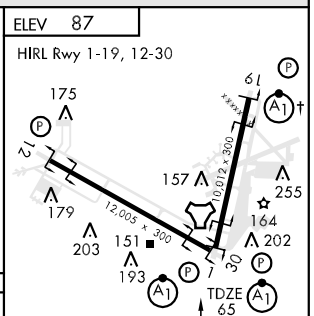
ALSF-1

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	C	D	E
S-1 *	460/40 396 (400-¾)		460/50 396 (400-1)
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

† Rwy 19 apch lgt 1500′ nonstandard.

SE-3, 03 JUN 2010 to 01 JUL 2010

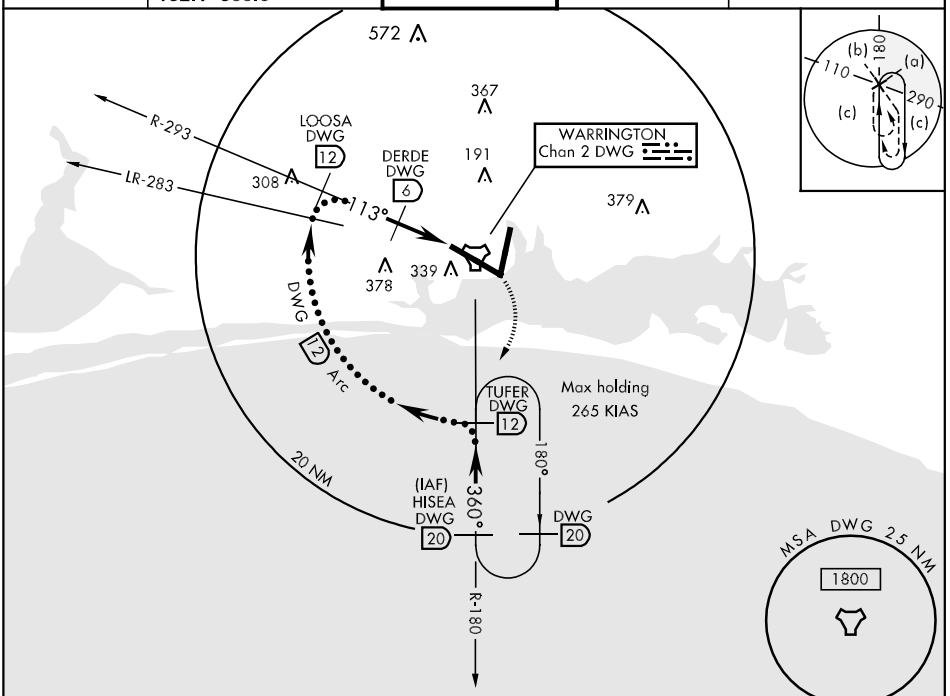
HI-TACAN RWY 12

TACAN Chan	DWG 2	APCH CRS 113°	Rwy ldg 12,005 TDZE 87 Arpt Elev 87	JAL-436 [USAF]	EGLIN AFB (KVPS)

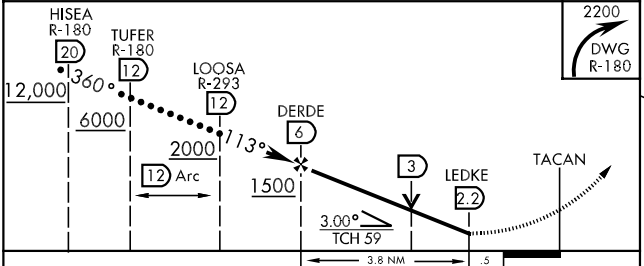
Procedure not useable at times due to restricted area activity

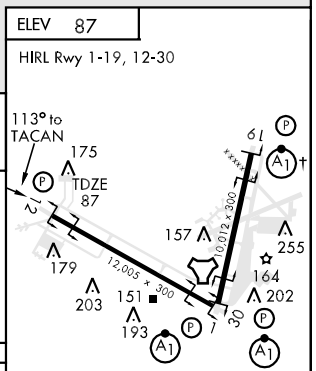
MISSED APPROACH: Climbing right turn to 2200 direct TUFER/12 DME and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2



EMERG SAFE ALT 100 NM 3600





CATEGORY	C	D	E
S-12	540/60 454 (500-1¼)	540-1½ 454 (500-1½)	
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

† Rwy 19 apch lgt 1500′ nonstandard.

HI-TACAN RWY 19

TACAN	DWG	APCH CRS	Rwy ldg	10,012
Chan	2	199°	TDZE	65
			Arpt Elev	87

JAL-436 [USAF]

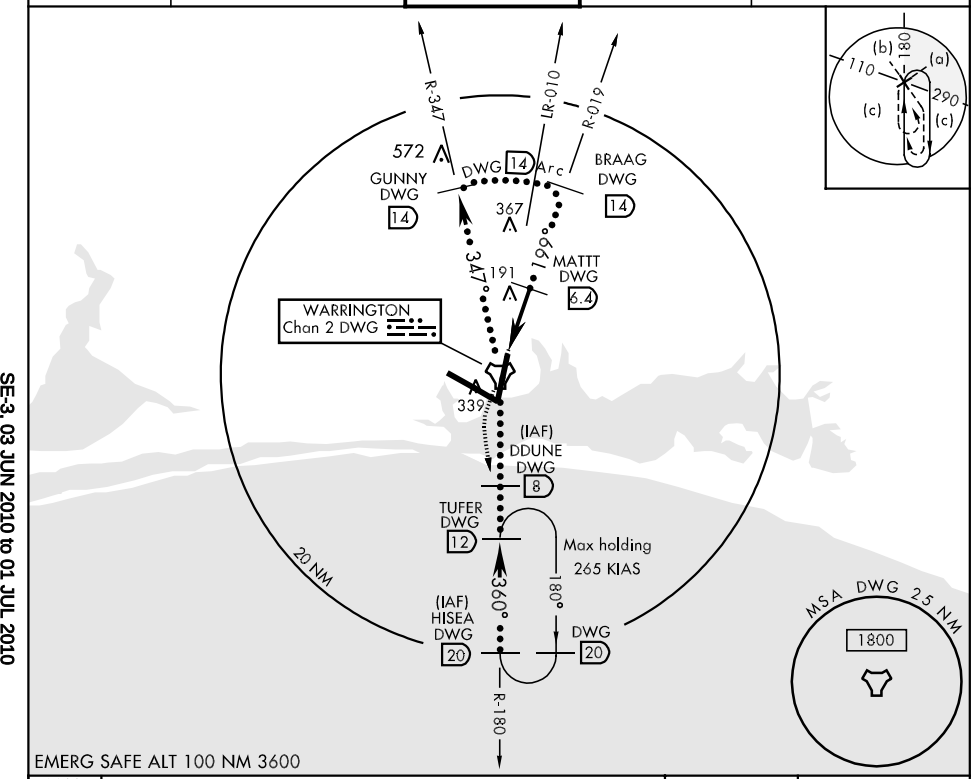
EGLIN AFB (KVPS)

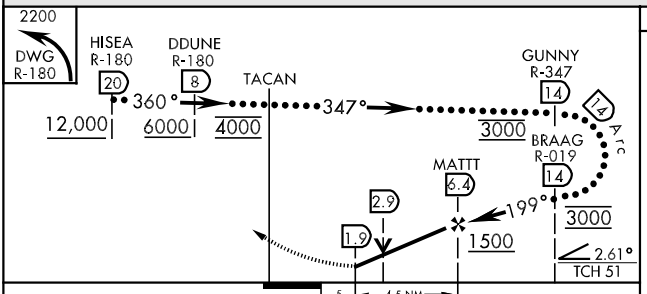
* When ALS inop increase CAT C RVR to 60 and vis to 1¼ mile, CAT DE increase vis by ½ mile.

ALSF-1

MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

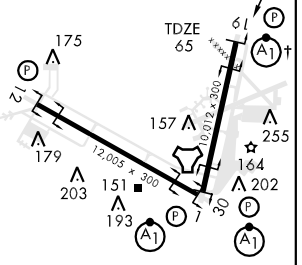




ELEV 87

HIRL Rwy 1-19, 12-30

199° to TACAN



† Rwy 19 apch lgt 1500' nonstandard.

CATEGORY	C	D	E
S-19 *	540/40 475(500-¾)	540/50 475 (500-1)	540/60 475(500-1¼)
CIRCLING	580-1½ 493(500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 03 JUN 2010 to 01 JUL 2010

HI-TACAN RWY 30

EGLIN AFB (KVPS)

TACAN DWG Chan 2	APCH CRS 313°	Rwy ldg 12,005 TDZE 74 Arpt Elev 87	JAL-436 [USAF]

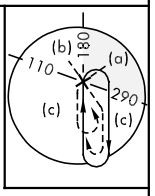
* When ALS inop increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile.

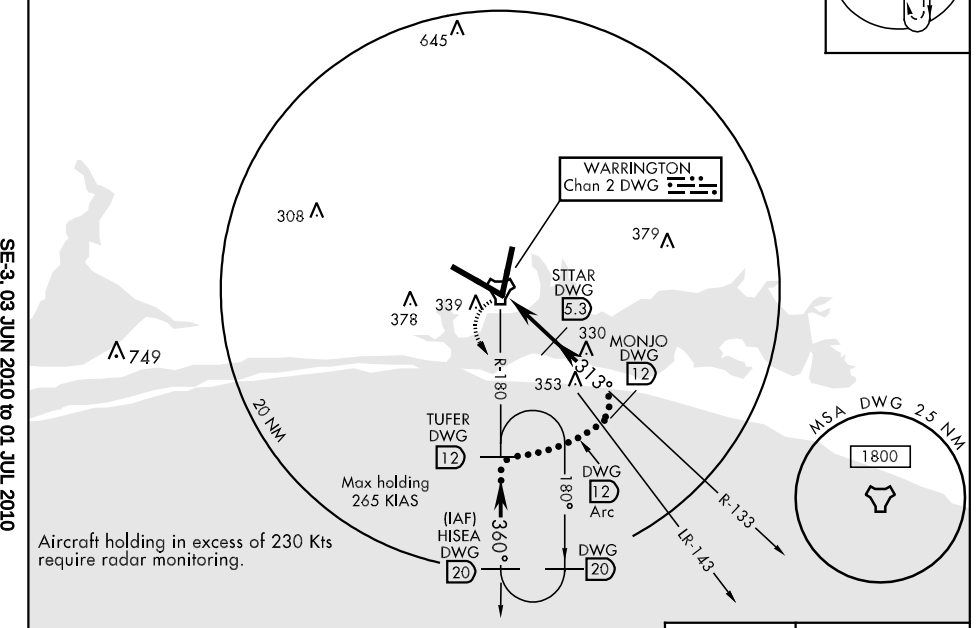
ALSF-1

MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

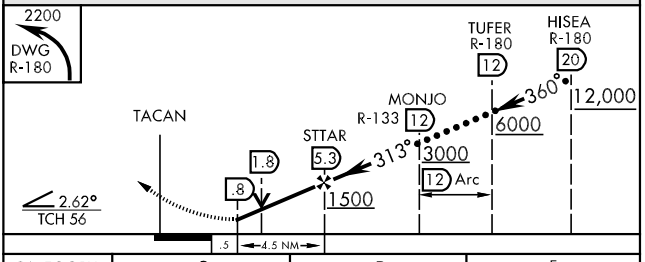
ATIS★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

Procedure not usable at times due to restricted area activity.



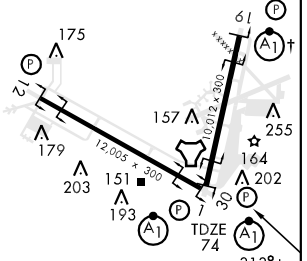


EMERG SAFE ALT 100 NM 3600



ELEV 87

HIRL Rwy 1-19, 12-30



† Rwy 19 apch lgt 1500′ nonstandard.

CATEGORY	C	D	E
S-30 *	520/40 446 (500-¾)	520/50 446 (500-1)	
CIRCLING	580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

VALPARAISO, FLORIDA

ILS Y RWY 19 or LOC Y RWY 19

LOC I-CAH	APCH CRS	Rwy ldg 10,012
109.1	192°	TDZE 65
Chan 28		Arpt Elev 87

AL-436 [USAF]

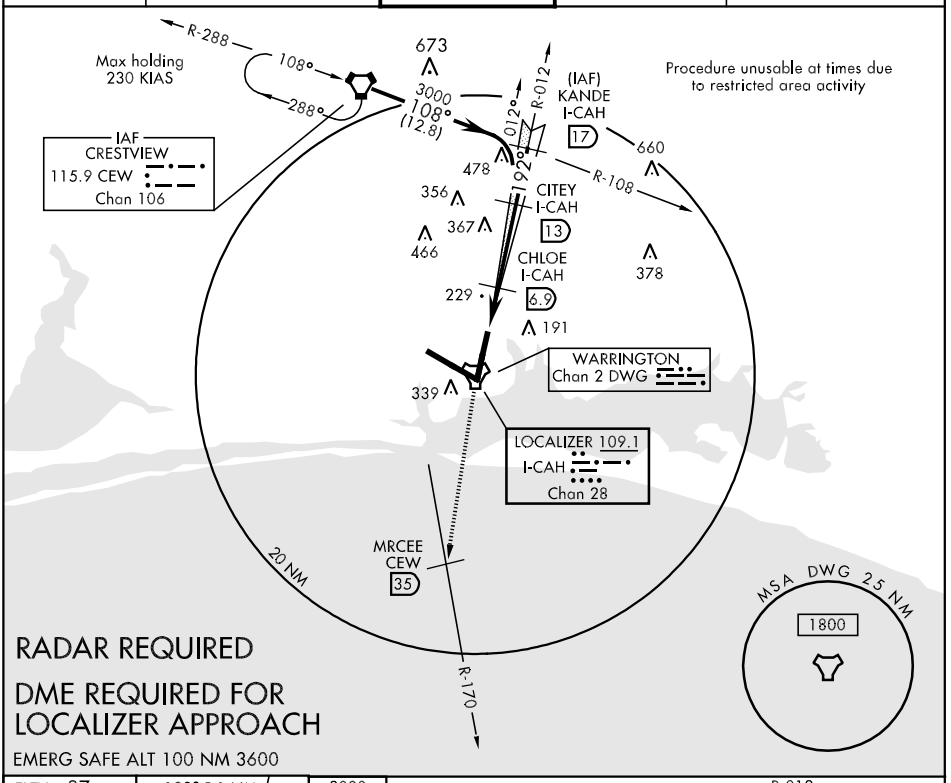
EGLIN AFB (KVPS)

* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile, CAT CDE increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb straight ahead to 3000 to CEW R-170/35 DME (MRCEE), then as directed by ATC.

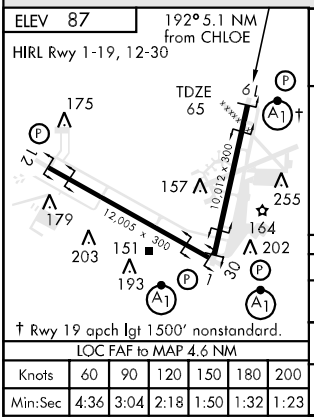
ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

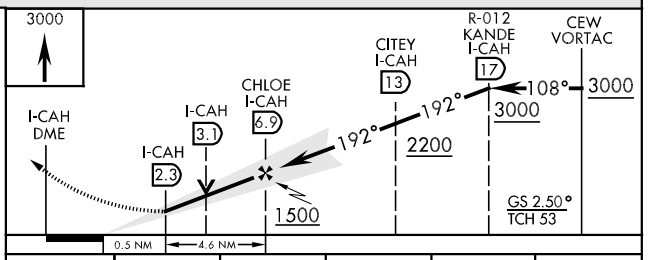


RADAR REQUIRED

DME REQUIRED FOR LOCALIZER APPROACH

EMERG SAFE ALT 100 NM 3600





LOC FAF to MAP 4.6 NM

Knots	60	90	120	150	180	200
Min:Sec	4:36	3:04	2:18	1:50	1:32	1:23

CATEGORY	A	B	C	D	E
S-ILS 19 *	265/24 200 (200-½)		265/40 200 (200-¾)		
S-LOC 19 **	480/24 415 (400-½)		480/40 415 (400-¾)		480/50 415 (400-1)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 03 JUN 2010 to 01 JUL 2010

ILS Z RWY 19 or LOC Z RWY 19

LOC I-CAH	APCH CRS	Rwy ldg 10,012 / TDZE 65 / Arpt Elev 87
109.1	192°	AL-436 [USAF]

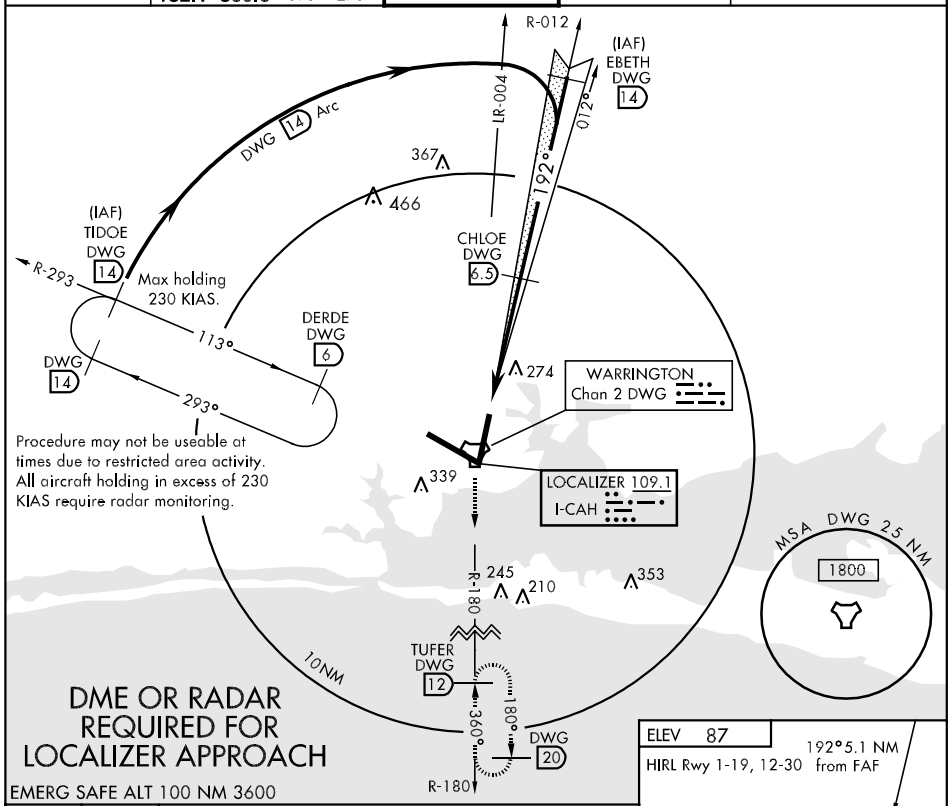
EGLIN AFB (KVPS)

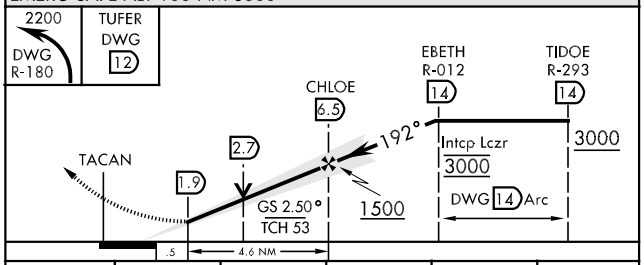
* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile, CAT CDE increase RVR to 50 and vis to 1 mile.
** When ALS inop, increase CAT AB RVR to 50 and vis 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

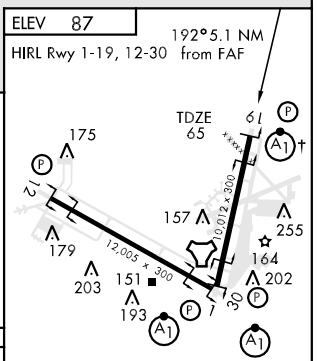
ALSF-1

MISSED APPROACH: Climb to 2200 on DWG R-180 to 12 DME/TUFER and hold.

ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° / 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







† Rwy 19 apch lgt 1500' nonstandard.

CATEGORY	A		B		C		D		E
S-ILS 19 *	265/24	200	(200-½)		265/40	200		(200-¾)	
S-LOC 19 **	480/24	415	(400-½)		480/40	415	(400-¾)	480/50 415	(400-1)
CIRCLING	580-1	493	(500-1)		580-1½ 493	(500-1½)	700-2 613	(700-2)	700-2¼ 613 (700-2¼)

LOC FAF to MAP 4.6 NM

Knots	60	90	120	150	180	200
Min:Sec	4:36	3:04	2:18	1:50	1:32	1:23

SE-3, 03 JUN 2010 to 01 JUL 2010

ILS Z RWY 30 or LOC Z RWY 30

EGLIN AFB (KVPS)

LOC I-VPS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
110.3	300°	12,005 / 74 / 87

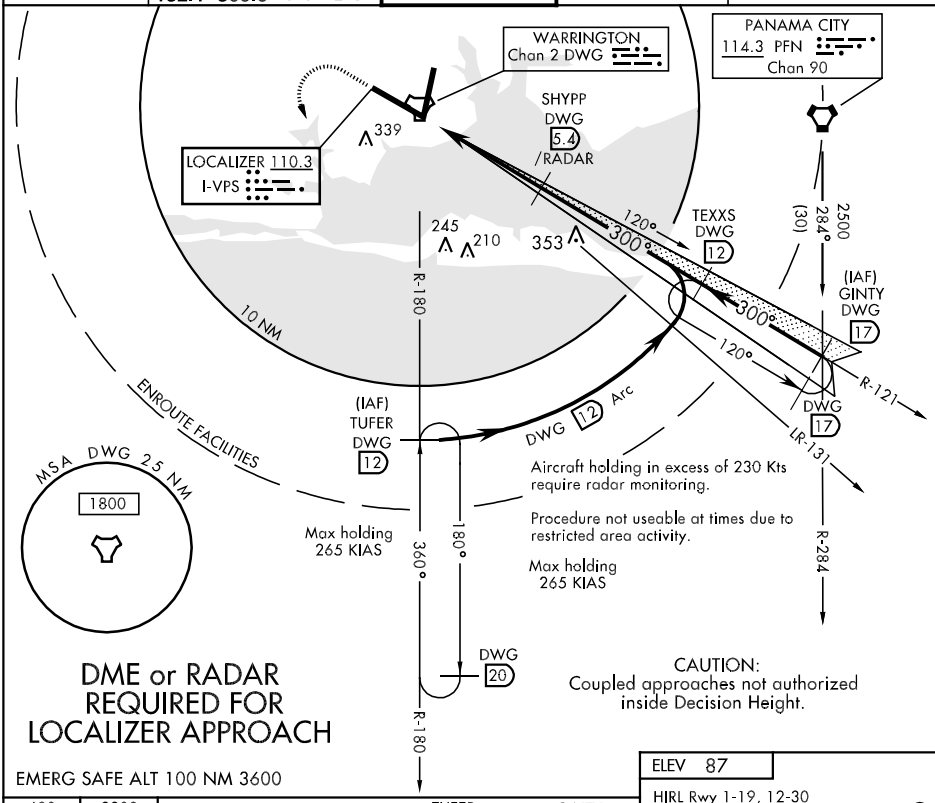
AL-436 [USAF]

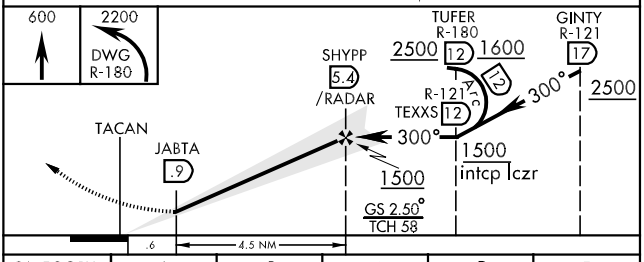
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1, CAT D RVR to 60 and vis to 1¼, CAT E vis to 1½ mile.

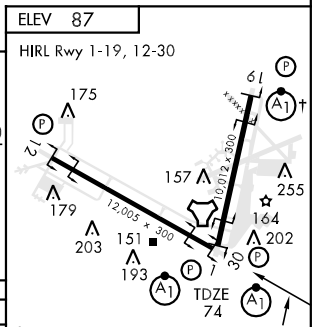
ALSF-1

MISSED APPROACH: Climb straight ahead to 600 then climbing left turn to 2200 direct TUFER DWG R-180/12 DME and hold.

ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	A	B	C	D	E
S-ILS 30 *	274/24	200 (200-½)			
S-LOC 30 **	440/24 366 (400-½)		440/40 366 (400-¾)		
CIRCLING	580-1 493 (500-1)		580-1½ 493(500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2 ¼)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180	200
Min:Sec	4:30	3:00	2:15	1:48	1:30	1:21

RNAV (GPS) RWY 1

APCH CRS	Rwy ldg	10012
012°	TDZE	64
	Arpt Elev	87

AL-436 [USAF]

EGLIN AFB (KVPS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile DME/DME RNP-0.3 NA

ALSF-1

MISSED APPROACH: Climbing right turn to 2000 to YOUNK and hold.

ATIS	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2

Procedure not usable at times due to restricted area activity.

MSA RW01 25 NM
1800

RW01

146 245 (FAF) TYLUR

537
343

1600
012°
(6.0)

(IAF) DDAWN
2000
100°
(8.0)

ELISS

2000
283°
(8.0)

(IAF) YOUNK

Holding in excess of 230 KTS requires radar monitoring.

283°
103°
5 NM

Max holding 265 KIAS
Max holding alt 5000
Min holding alt 1100

EMERG SAFE ALT 100 NM 3600

2000 YOUNK

ELISS
2000
012°
1600
TYLUR
1.2 NM to RW01
RW01
3.00°
TCH 52
5.0 NM

ELEV 87
HIRL all Rwys

237
220
255
164
204
239
346
TDZE 64
012° to RW01
12,005 x 300
10,012 x 300
xxxx
19
12
30
7

† Rwy 19 apch lgt 1500' nonstandard.

CATEGORY	A	B	C	D	E
LNAV MDA*	500/24 436 (500-½)		500/40 436 (500-¾)	500/50 436 (500-1)	
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 12

APCH CRS	Rwy ldg	12,005
120°	TDZE	87
	Arpt Elev	87

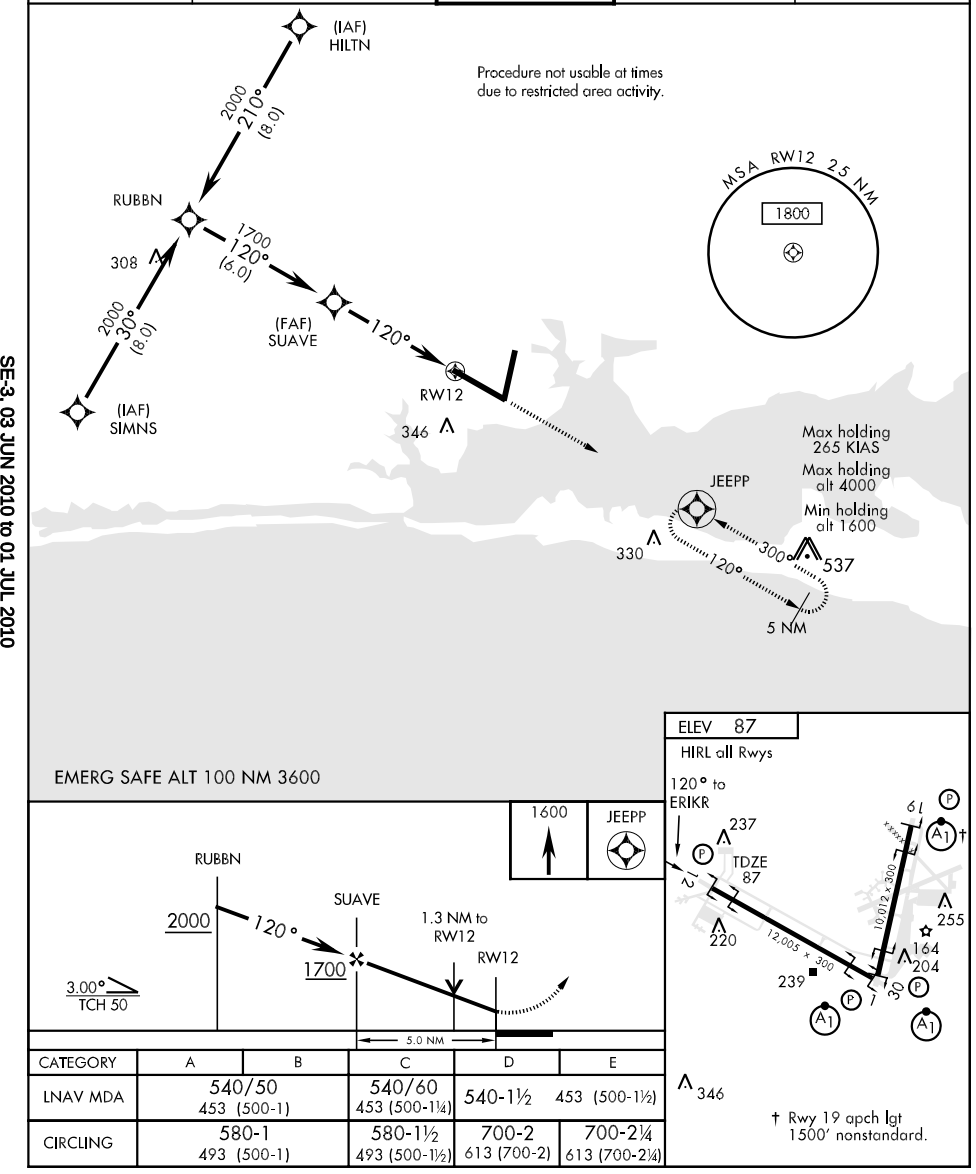
AL-436 [USAF]

EGLIN AFB (KVPS)

DME/DME RNP-0.3 NA

MISSED APPROACH: Climb straight ahead to 1600 to JEEPP and hold.

ATIS	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2



CATEGORY	A	B	C	D	E
LNAV MDA	540/50 453 (500-1)		540/60 453 (500-1¼)	540-1½ 453 (500-1½)	
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

† Rwy 19 apch lgt 1500′ nonstandard.

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 19

APCH CRS	Rwy ldg	10012
192°	TDZE	65
	Arpt Elev	87

AL-436 [USAF]

EGLIN AFB (KVPS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile. DME/DME RNP-0.3 NA

ALSF-1

MISSED APPROACH: Climb straight ahead to 2000 to ELISS and hold.

ATIS	EGLIN APP CON		EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45	271° - 089°	118.2 353.65	121.8 335.8	127.7 377.2
	132.1 360.6	090° - 270°			

Procedure not usable at times due to restricted area activity.

(IAF) LEDAH

(IAF) HAWXX

2200 210° (8.0)

2200 120° (8.0)

CAJNN

1500 192° (6.0)

(FAF) TAMEE

192°

RW19

MSA RW19 2.5 NM

1800

ELISS

Max holding 265 KIAS

Max holding alt 4000

Min holding alt 1100

012° 192° 5 NM

EMERG SAFE ALT 100 NM 3600

330

ELEV 87

192° to RW19

HIRL all Rwys

TDZE 65 6L

237

12

220

12,005 x 300

10,012 x 300

255

164

204

239

7

30

346

† Rwy 19 apch lgt 1500′ nonstandard.

2000

ELISS

CAJNN

TAMEE

1.5 NM to RW19

RW19

192°

2200

1500

2.50° TCH 67

5.0 NM

CATEGORY	A	B	C	D	E
LNAV MDA*	540/24 475 (500-½)		540/40 475 (500-¾)	540/50 475 (500-1)	540/60 475 (500-1¼)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 03 JUN 2010 to 01 JUL 2010

RNAV (GPS) RWY 30

APCH CRS	Rwy ldg	12004
300°	TDZE	74
	Arpt Elev	87

AL-436 [USAF]

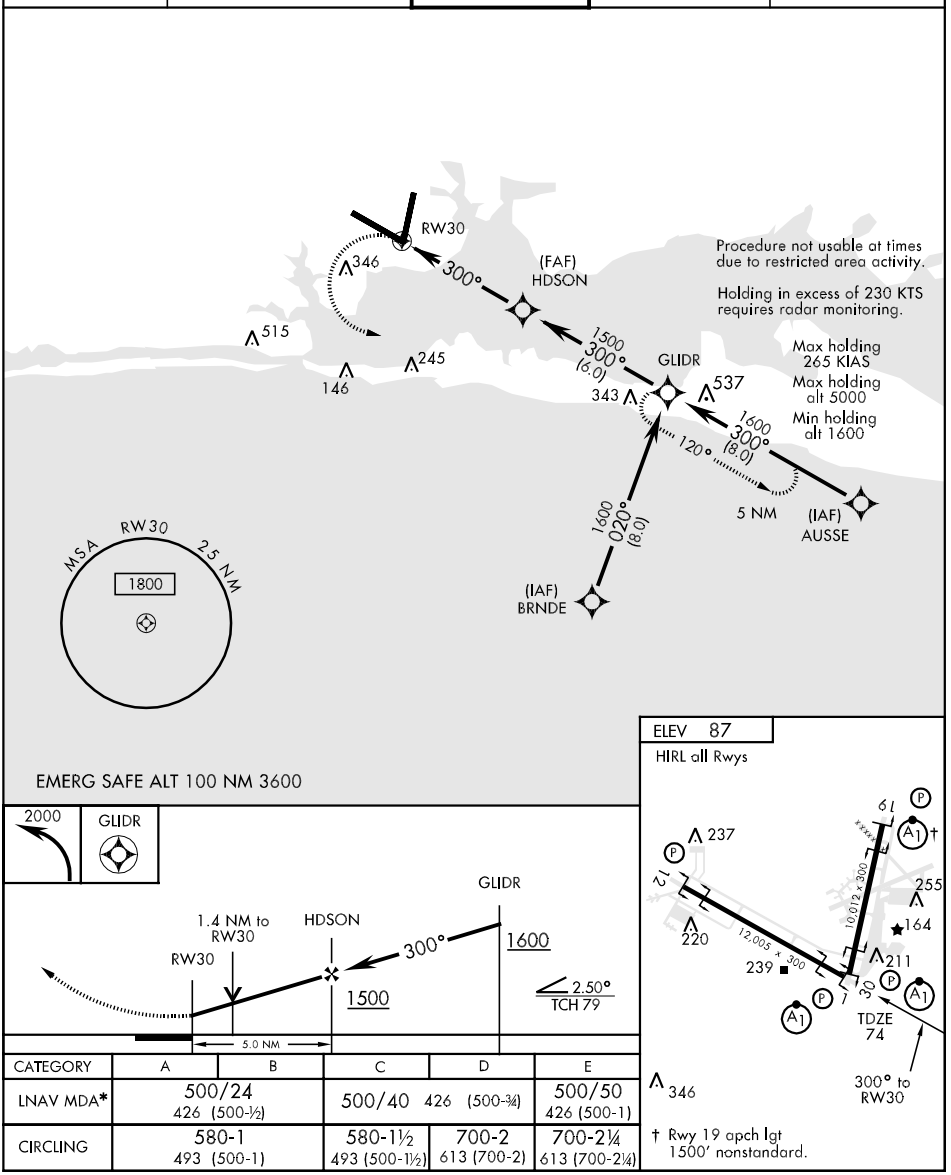
EGLIN AFB (KVPS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile. DME/DME RNP-0.3 NA

ALSF-1

MISSED APPROACH: Climbing left turn to 2000 to GLIDR and hold.

ATIS	EGLIN APP CON		EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45	271° - 089°	118.2 353.65	121.8 335.8	127.7 377.2
	132.1 360.6	090° - 270°			



CATEGORY	A	B	C	D	E
LNAV MDA*	500/24 426 (500-½)		500/40 426 (500-¾)		500/50 426 (500-1)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

† Rwy 19 apch lgt 1500' nonstandard.

SE-3, 03 JUN 2010 to 01 JUL 2010

VALPARAISO, FLORIDA

TACAN RWY 1

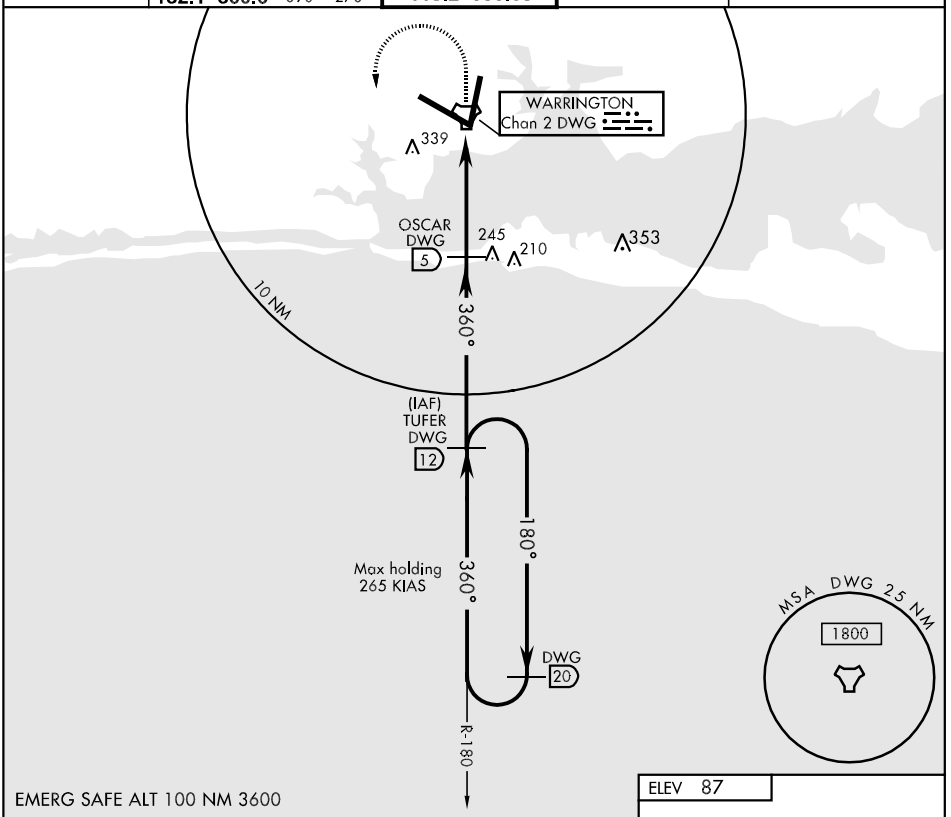
TACAN DWG Chan 2	APCH CRS 360°	Rwy ldg 10,012 TDZE 65 Arpt Elev 87	AL-436 [USAF]	EGLIN AFB (KVPS)

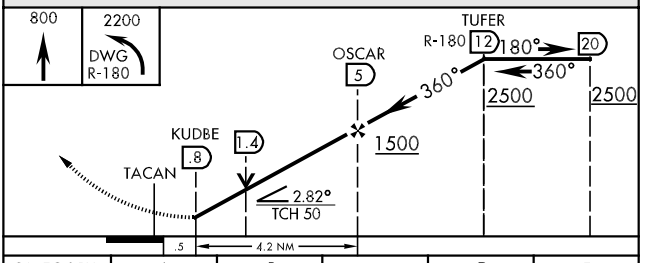
* When ALS inop, incr CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ mile.

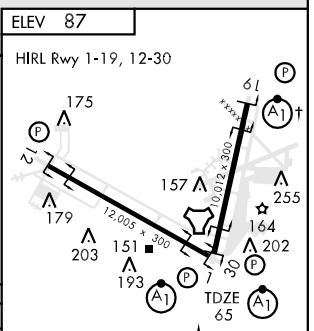
ALSF-1

MISSED APPROACH: Climb to 800 then climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS ★	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







CATEGORY	A	B	C	D	E
S-1 *	460/24 396 (400-½)		460/40 396 (400-¾)		460/50 396 (400-1)
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

† Rwy 19 apch lgt 1500′ nonstandard.

VALPARAISO, FLORIDA

30° 29′N-86° 32′W

EGLIN AFB (KVPS)

Orig 10154

SE-3, 03 JUN 2010 to 01 JUL 2010

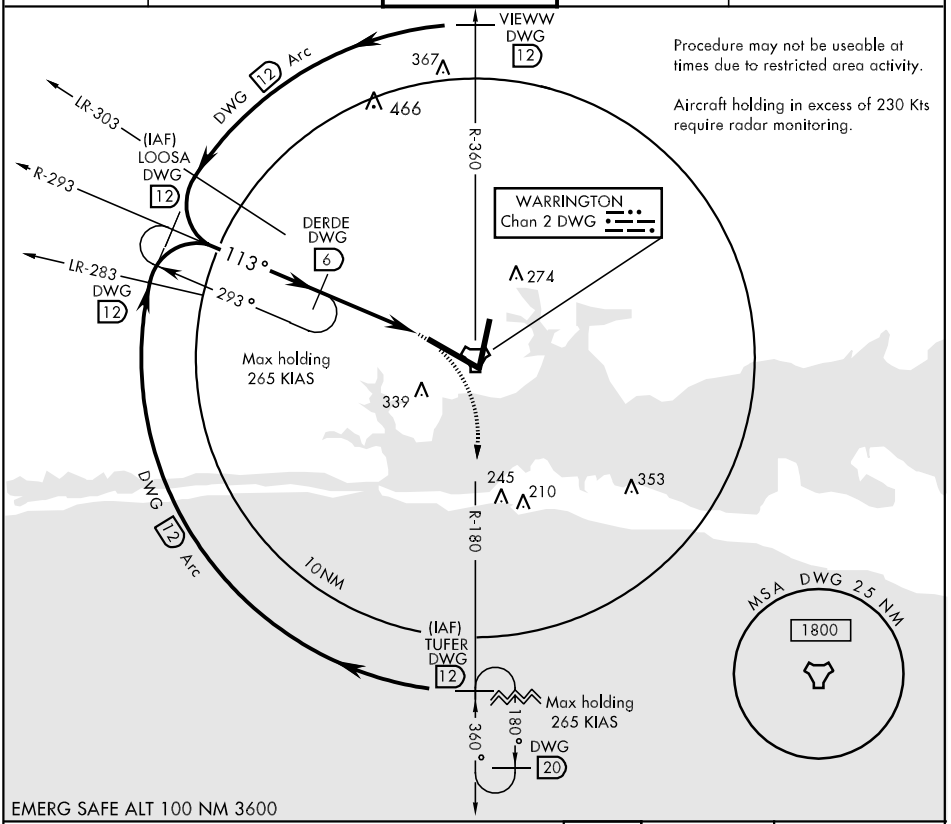
VALPARAISO, FLORIDA

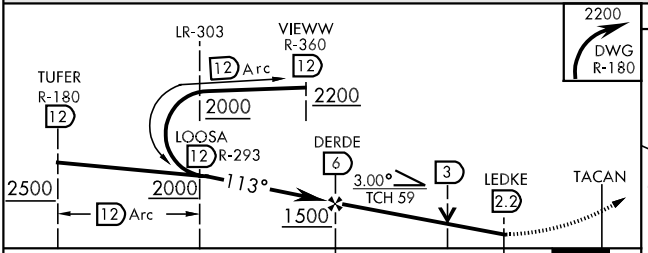
TACAN RWY 12

TACAN DWG Chan 2	APCH CRS 113°	Rwy ldg 12,005 TDZE 87 Arpt Elev 87	AL-436 [USAF]	EGLIN AFB (KVPS)

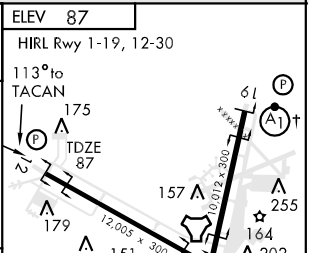
MISSED APPROACH: Climbing right turn to 2200 on DWG R-180 to TUFER/12 DME and hold.

ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2





CATEGORY	A	B	C	D	E
S-12	540/50 454 (500-1)		540/60 454 (500-1¼)	540-1½ 454 (500-1½)	540-1½ 454 (500-1½)
CIRCLING	580-1 493 (500-1)		580-1½ 493(500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)



SE-3, 03 JUN 2010 to 01 JUL 2010

VALPARAISO, FLORIDA

TACAN RWY 19

TACAN	DWG
Chan	2

APCH CRS
199°

Rwy ldg	10,012
TDZE	65
Arpt Elev	87

AL-436 [USAF]

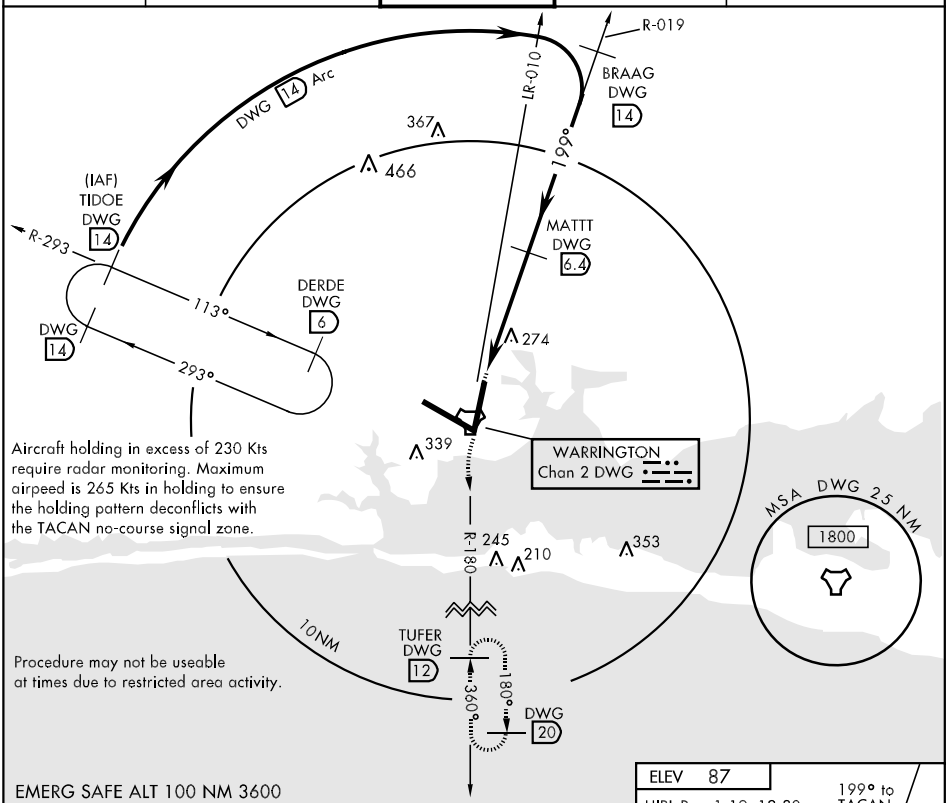
EGLIN AFB (KVPS)

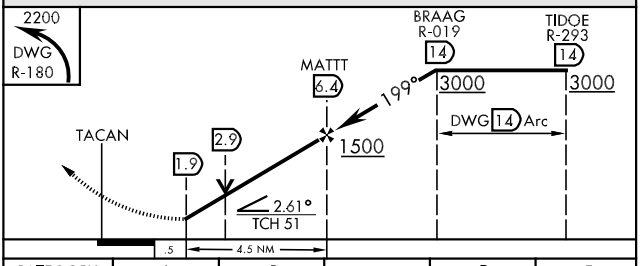
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE increase vis by ½ mile.

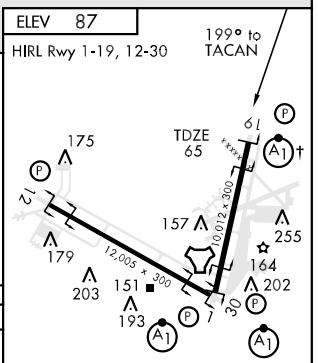
ALSF-1

MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

ATIS *	EGLIN APP CON	EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089° 132.1 360.6 090°- 270°	118.2 353.65	121.8 335.8	127.7 377.2







† Rwy 19 apch lgt 1500' nonstandard.

CATEGORY	A	B	C	D	E
S-19 *	540/24	475 (500-½)	540/40 475(500-¾)	540/50 475(500-1)	540/60 475(500-1¼)
CIRCLING	580-1	493 (500-1)	580-1½ 493(500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 03 JUN 2010 to 01 JUL 2010

VALPARAISO, FLORIDA

TACAN RWY 30

TACAN	DWG	APCH CRS	Rwy ldg	12,005
Chan	2	313°	TDZE	74
			Arpt Elev	87

AL-436 [USAF]

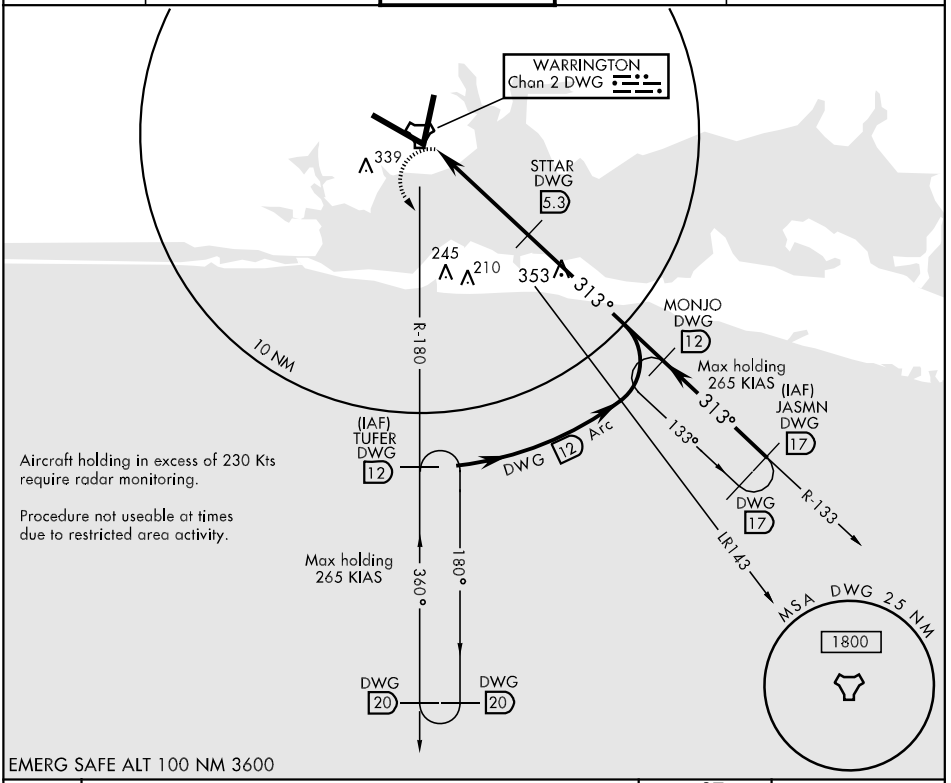
EGLIN AFB (KVPS)

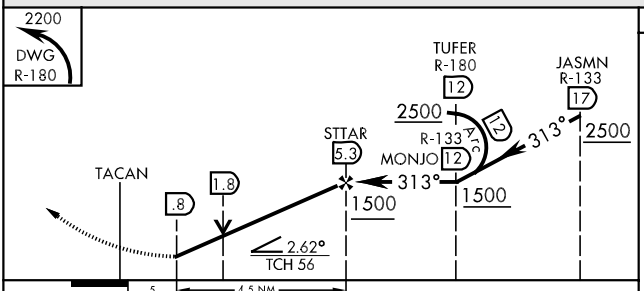
*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climbing left turn to 2200 direct DWG R-180/12 DME (TUFER) and hold.

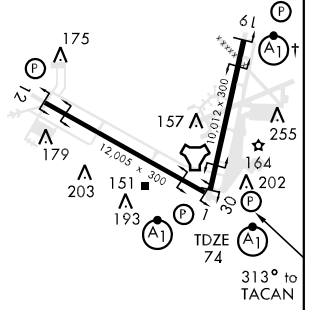
ATIS★	EGLIN APP CON		EGLIN TOWER	GND CON	CLNC DEL
134.625 273.5	125.1 281.45 271°- 089°		118.2 353.65	121.8 335.8	127.7 377.2
	132.1 360.6 090°- 270°				





ELEV 87

HIRL Rwy 1-19, 12-30



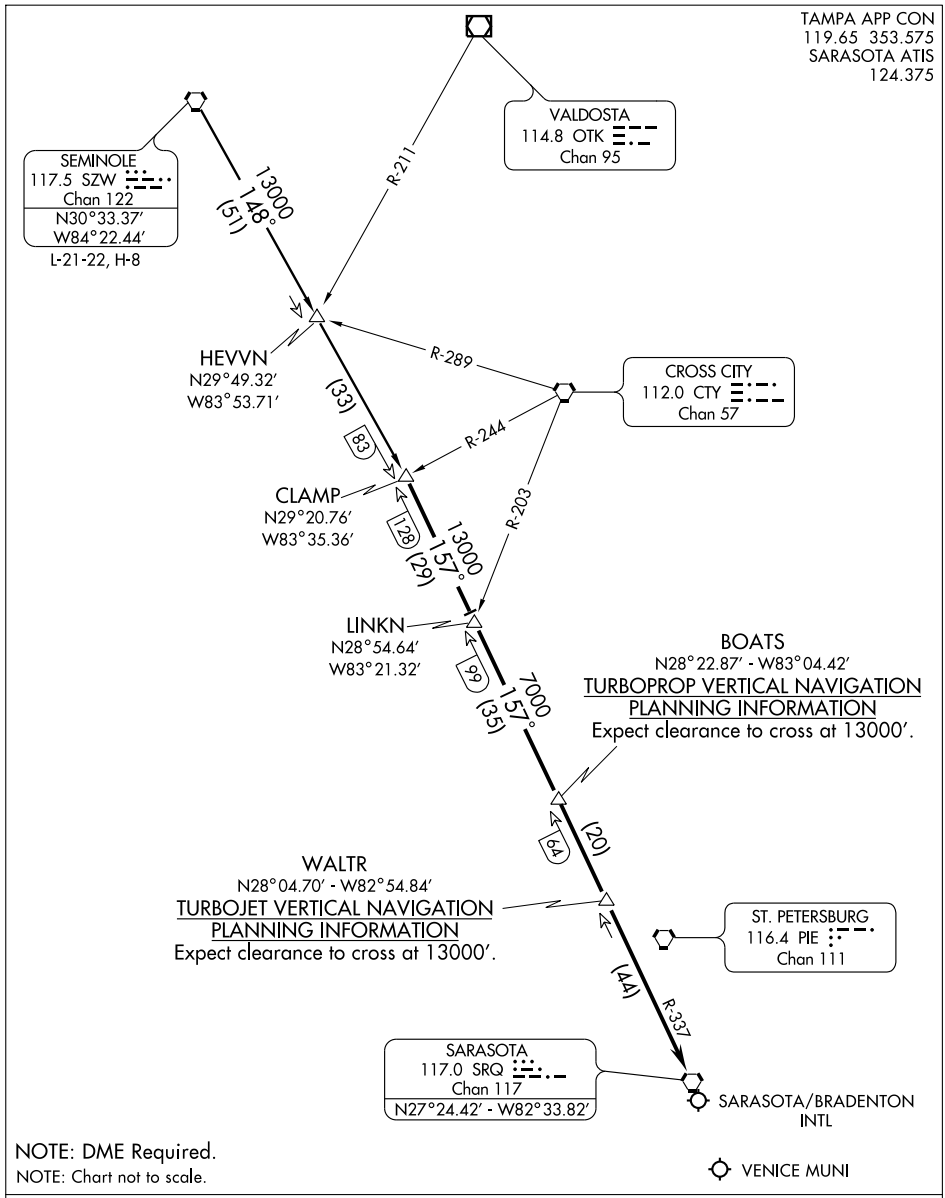
† Rwy 19 apch lgt 1500′ nonstandard.

CATEGORY	A	B	C	D	E
S-30*	520/24 446 (500-½)		520/40 446 (500-¾)	520/50 446 (500-1)	
CIRCLING	580-1 493 (500-1)		580-1½ 493 (500-1½)	700-2 613 (700-2)	700-2¼ 613 (700-2¼)

SE-3, 03 JUN 2010 to 01 JUL 2010

CLAMP FIVE ARRIVAL (CLAMP.CLAMP5)

SARASOTA-BRADENTON, FLORIDA



NOTE: DME Required.

NOTE: Chart not to scale.

SEMINOLE TRANSITION (SZW.CLAMP5): From over SZW VORTAC via SZW R-148 to CLAMP INT. Thence. . . .

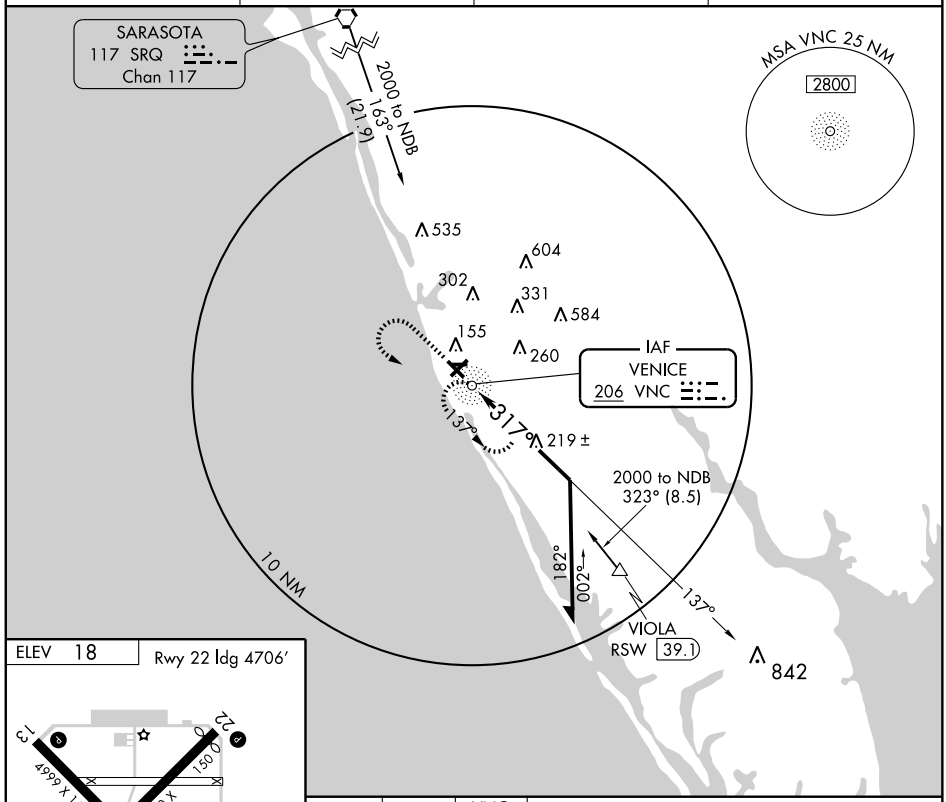
. . . .From over CLAMP INT via SRQ R-337 to SRQ VORTAC. Expect radar vectors to final approach course after WALTR.

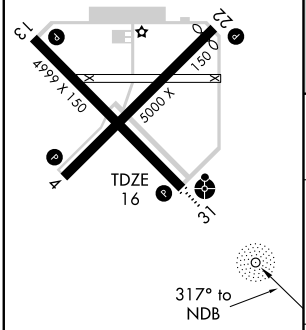
SE-3, 03 JUN 2010 to 01 JUL 2010

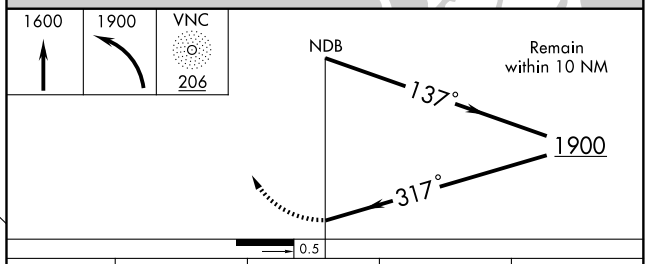
NDB VNC 206	APP CRS 317°	Rwy ldg 4999 TDZE 16 Apt Elev 18

NDB RWY 31
VENICE MUNI (VNC)

NA When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet; Increase S-31 Cats. C/D and circling Cat. C visibility ¼ mile. Inoperative table does not apply. Visibility reduction by helicopters NA.	ODALS	MISSED APPROACH: Climb to 1600 then climbing left turn to 1900 direct VNC NDB and hold.	
AWOS-1 **119.275**	TAMPA APP CON **119.65 353.575**	CLNC DEL **118.075**	UNICOM **122.725** (CTAF) L







CATEGORY	A	B	C	D
S-31	580-1	564 (600- 1)	580-1½ 564 (600-1½)	580-1¾ 564 (600-1¾)
CIRCLING	580-1	562 (600-1)	580-1½ 562 (600-1½)	600-2 582 (600-2)

MIRL Rwys 4-22 and 13-31 L
REIL Rwys 4, 22, 13 and 31 L

SE-3, 03 JUN 2010 to 01 JUL 2010

VENICE, FLORIDA AL-5960 (FAA)

APP CRS	Rwy ldg	4999
137°	TDZE	16
	Apt Elev	18

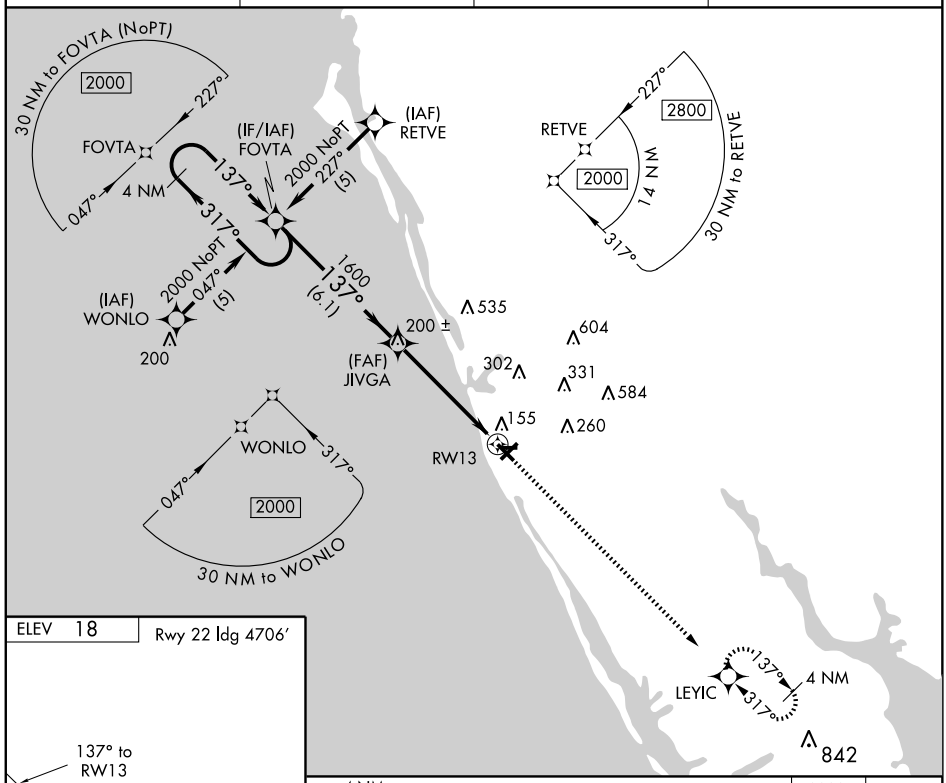
RNAV (GPS) RWY 13
VENICE MUNI (VNC)

NA

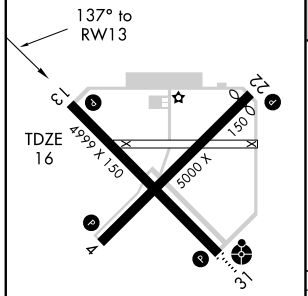
When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet; Increase LNAV Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Sarasota altimeter setting.

MISSED APPROACH: Climb to 2000 direct LEYIC and hold.

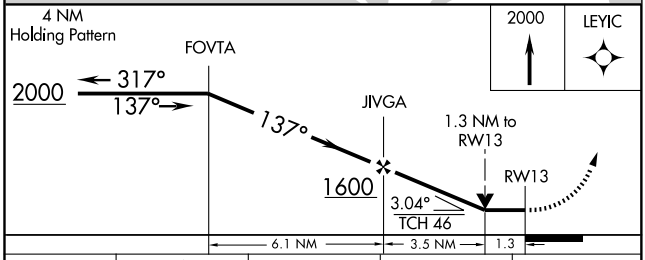
AWOS-1	TAMPA APP CON	CLNC DEL	UNICOM
119.275	119.65 353.575	118.075	122.725 (CTAF) L



ELEV 18 Rwy 22 ldg 4706'



MIRL Rwys 4-22 and 13-31 L
REIL Rwys 4, 22, 13 and 31 L



CATEGORY	A	B	C	D
LNAV MDA	460-1 444 (500-1)		460-1¼ 444 (500-1¼)	460-1½ 444 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	600-2 582 (600-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

VENICE, FLORIDA AL-5960 (FAA)

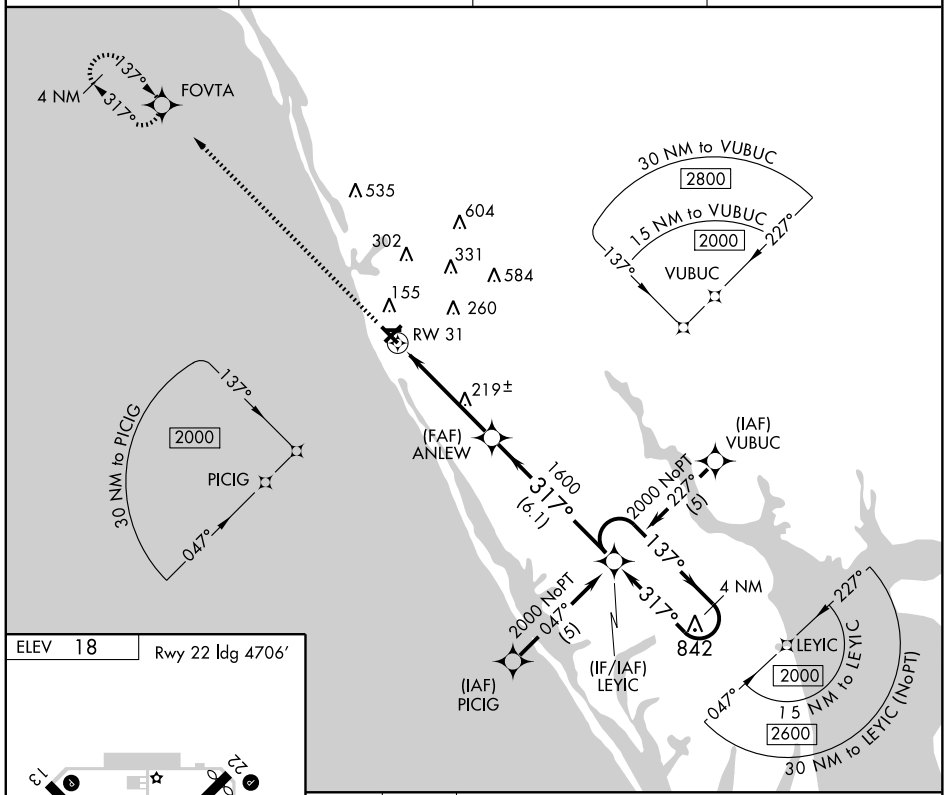
APP CRS	Rwy ldg	4999
317°	TDZE	16
	Apt Elev	18

RNAV (GPS) RWY 31
VENICE MUNI (VNC)

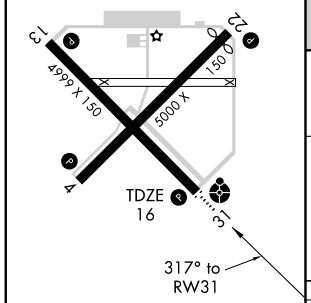
When local altimeter setting not received, use Sarasota altimeter setting and increase all MDA 60 feet; Increase LNAV Cat C and D visibility ¼ mile. Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.	ODALS	MISSED APPROACH: Climb to 2000 direct FOVTA and hold.

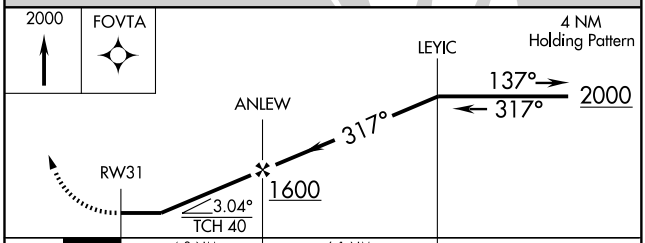
NA

AWOS-1	TAMPA APP CON	CLNC DEL	UNICOM
119.275	119.65 353.575	118.075	122.725 (CTAF) L



ELEV 18 Rwy 22 ldg 4706'

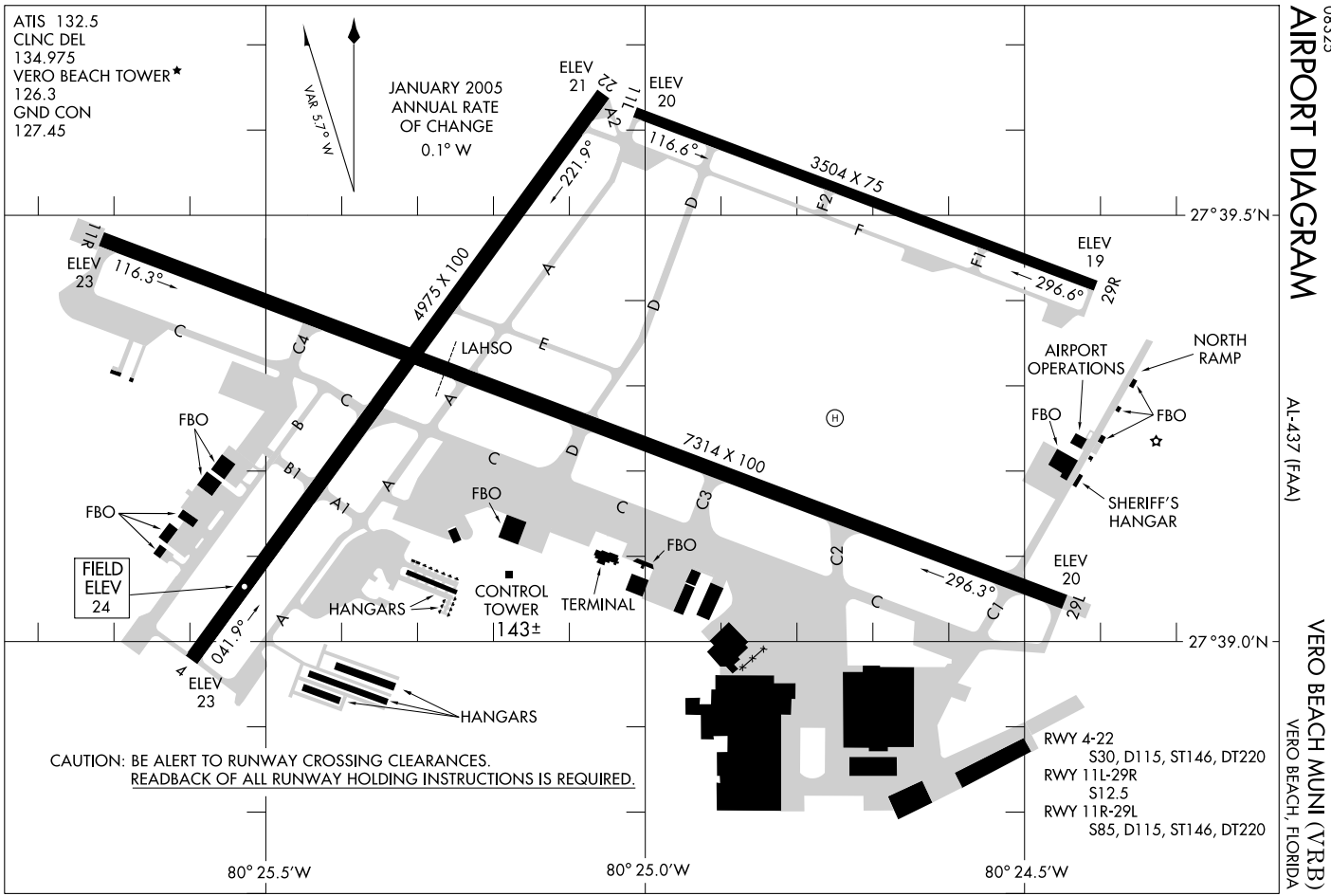




CATEGORY	A	B	C	D
LNAV MDA	480-1 464 (500-1)		480-1¼ 464 (500-1¼)	480-1½ 464 (500-1½)
CIRCLING	500-1 482 (500-1)		500-1½ 482 (500-1½)	600-2 582 (600-2)

MIRL Rwys 4-22 and 13-31 L
REIL Rwys 4, 22, 13 and 31 L

SE-3. 03 JUN 2010 to 01 JUL 2010



AIRPORT DIAGRAM

AL-437 (FAA)

VERO BEACH MUNI (VRB)

VERO BEACH, FLORIDA

WAAS	APP CRS		
CH 61311	040°	Rwy Idg	4975
W04A		TDZE	24
		Apt Elev	24

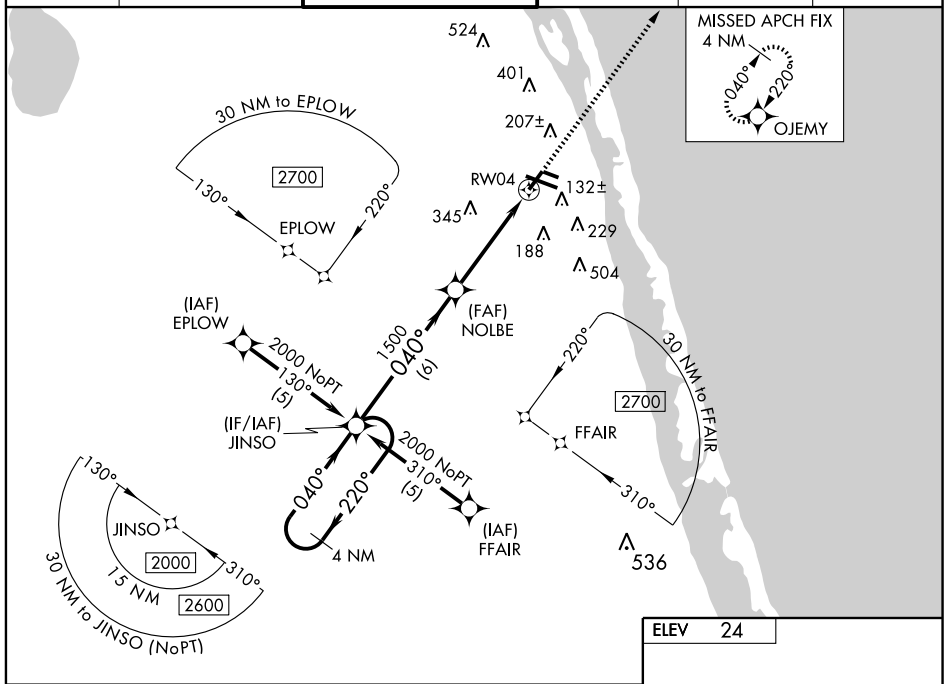
RNAV (GPS) RWY 4

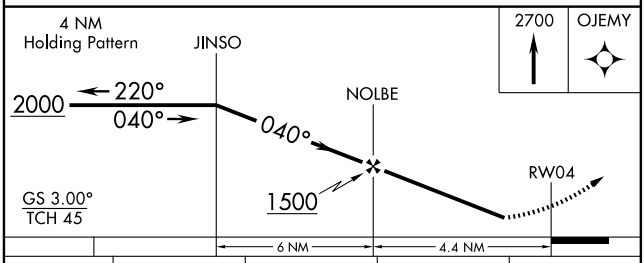
VERO BEACH MUNI (VRB)

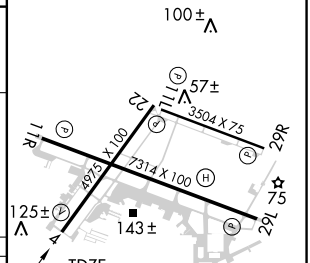
Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats. and Circling Cat. D visibilities ¼ mile.

MISSED APPROACH: Climb to 2700 direct OJEMY and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







CATEGORY	A	B	C	D
LPV DA	323-1 299 (300-1)			
LNAV/VNAV DA	395-1¼ 371 (400-1¼)			
LNAV MDA	460-1 436 (500-1)		460-1¼ 436 (500-1¼)	460-1½ 436 (500-1½)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

SE-3, 03 JUN 2010 to 01 JUL 2010

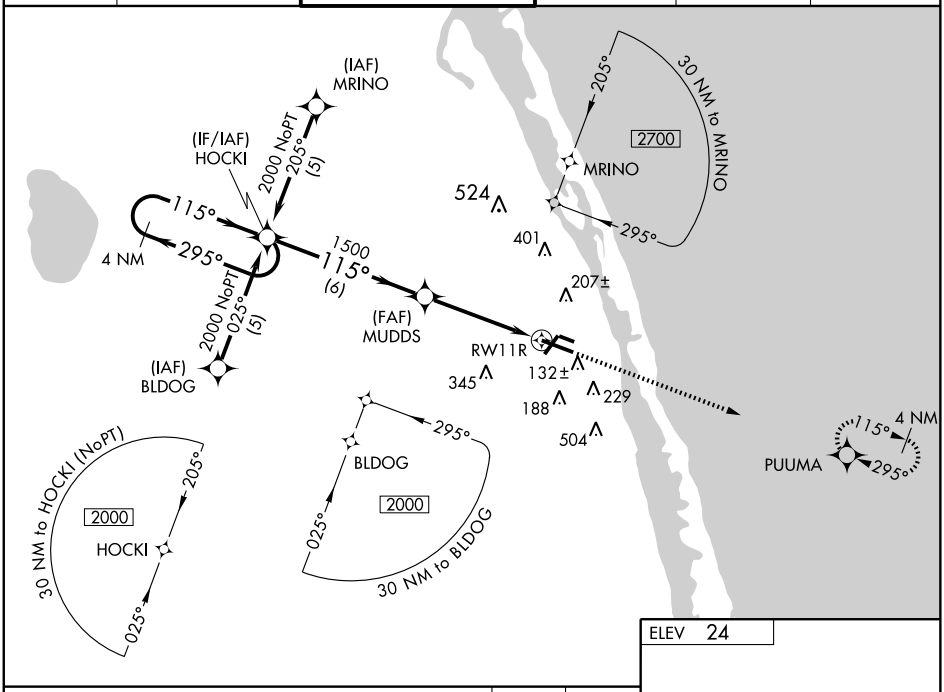
WAAS	APP CRS	Rwy Idg	7314
CH 53511	115°	TDZE	23
W11A		Apt Elev	24

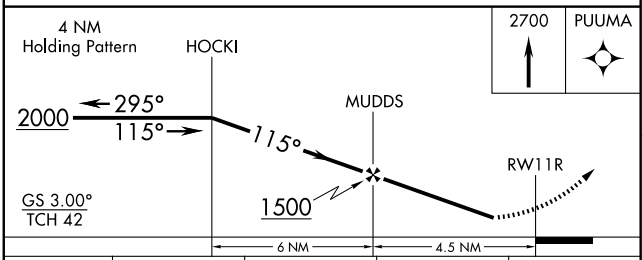
RNAV (GPS) RWY 11R
VERO BEACH MUNI (VRB)

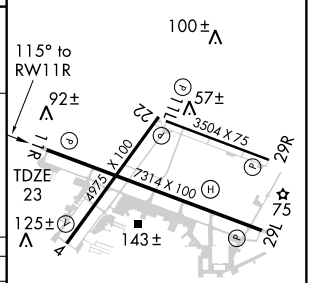
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). Baro-VNAV NA when using Fort Pierce altimeter setting. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct PUUMA and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







CATEGORY	A	B	C	D
LPV DA	305-1 282 (300-1)			
LNAV/VNAV DA	364-1¼ 341 (400-1¼)			
LNAV MDA	380-1 357 (400-1)			380-1¼ 357 (400-1¼)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

SE-3, 03 JUN 2010 to 01 JUL 2010

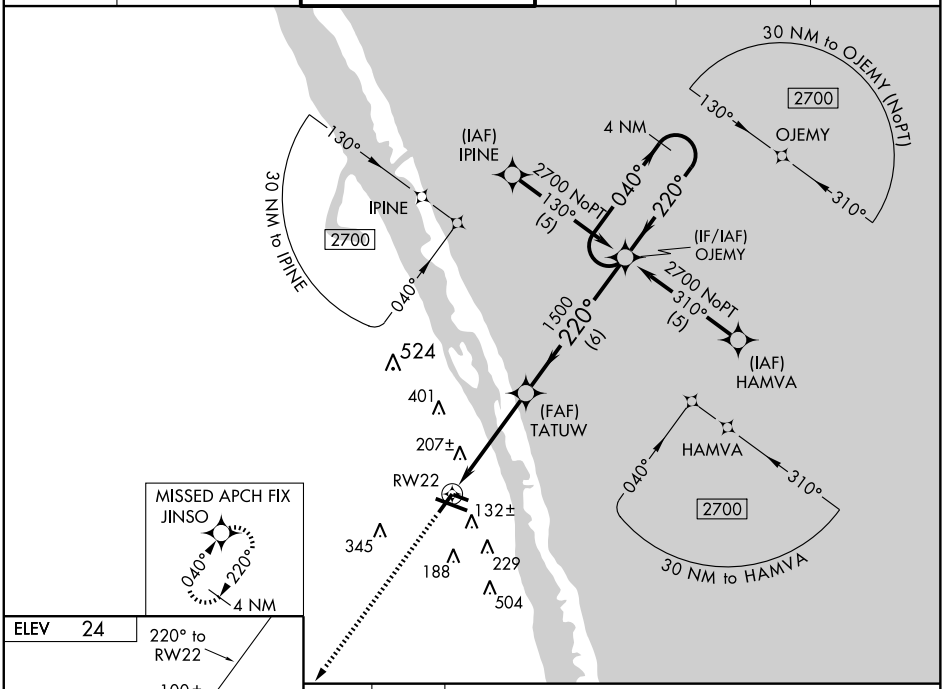
WAAS	APP CRS	Rwy Idg	4975
CH 53611	220°	TDZE	23
W22A		Apt Elev	24

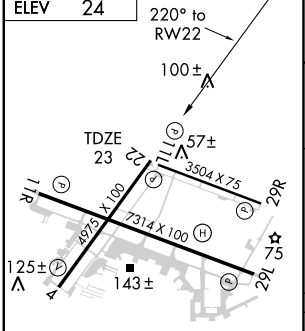
RNAV (GPS) RWY 22
VERO BEACH MUNI (VRB)

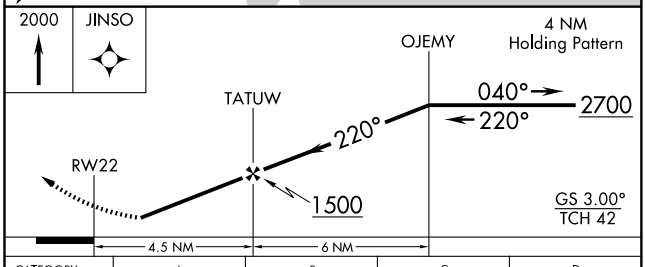
Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and increase LNAV Cats. C and D and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct JINSO and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







CATEGORY	A	B	C	D
LPV DA	349-1¼ 326 (400-1¼)			
LNAV/VNAV DA	561-2 538 (600-2)			
LNAV MDA	520-1 497 (500-1)		520-1¼ 497 (500-1¼)	520-1½ 497 (500-1½)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

SE-3, 03 JUN 2010 to 01 JUL 2010

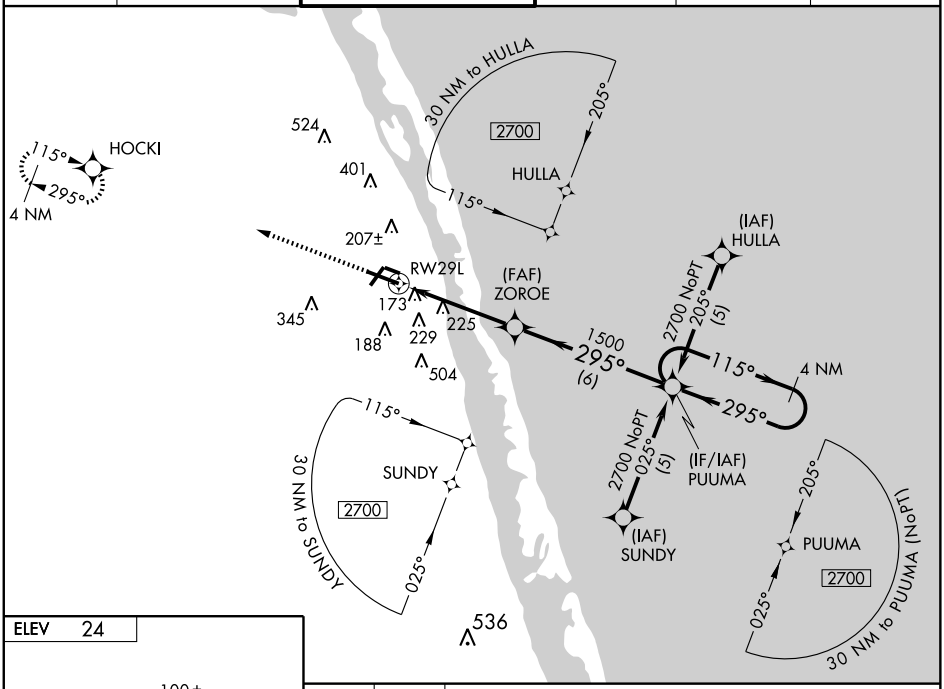
WAAS	APP CRS	Rwy Idg	7314
CH 69411	295°	TDZE	22
W29A		Apt Elev	24

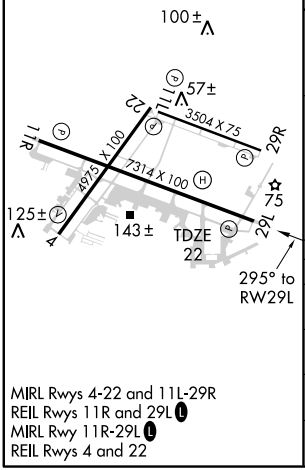
RNAV (GPS) RWY 29L
VERO BEACH MUNI (VRB)

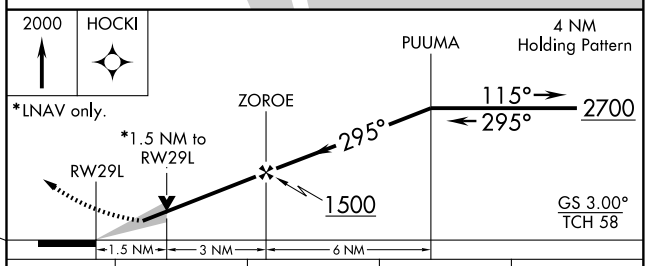
Baro-VNAV NA when using Fort Pierce altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. VDP NA when using Fort Pierce altimeter setting. When local altimeter setting not received, use Fort Pierce altimeter setting and increase all DA 23 feet and all MDA 40 feet and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct HOCKI and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







CATEGORY	A	B	C	D
LPV DA	293-1 271 (300-1)			
LNAV/VNAV DA	526-1¾ 504 (600-1¾)			
LNAV MDA	540-1 518 (600-1)		540-1½ 518 (600-1½)	540-1¾ 518 (600-1¾)
CIRCLING	560-1 536 (600-1)		560-1½ 536 (600-1½)	660-2 636 (700-2)

MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

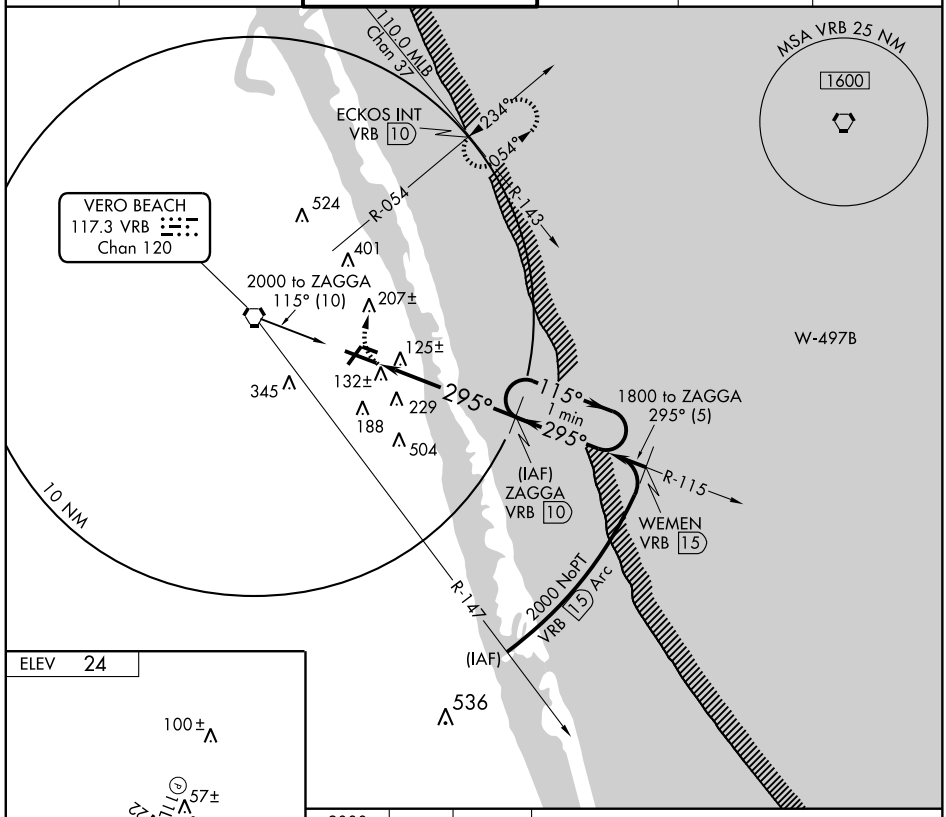
SE-3. 03 JUN 2010 to 01 JUL 2010

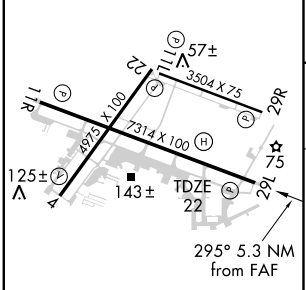
VORTAC VRB 117.3 Chan 120	APP CRS 295°	Rwy ldg 7314 TDZE 22 Apt Elev 24

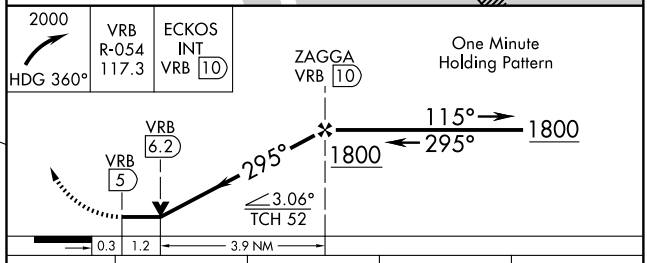
VOR/DME RWY 29L
VERO BEACH MUNI (VRB)

MISSED APPROACH: Climbing right turn to 2000 via heading 360° and VRB R-054 to ECKOS Int/VRB 10 DME and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95







MIRL Rwy 11R-29L L
REIL Rwys 11R and 29L L
MIRL Rwys 4-22 and 11L-29R
REIL Rwys 4 and 22

CATEGORY	A	B	C	D
S-29L	540-1	518 (600-1)	540-1½ 518 (600-1½)	540-1¾ 518 (600-1¾)
CIRCLING	560-1	536 (600-1)	580-1½ 556 (600-1½)	660-2 636 (700-2)

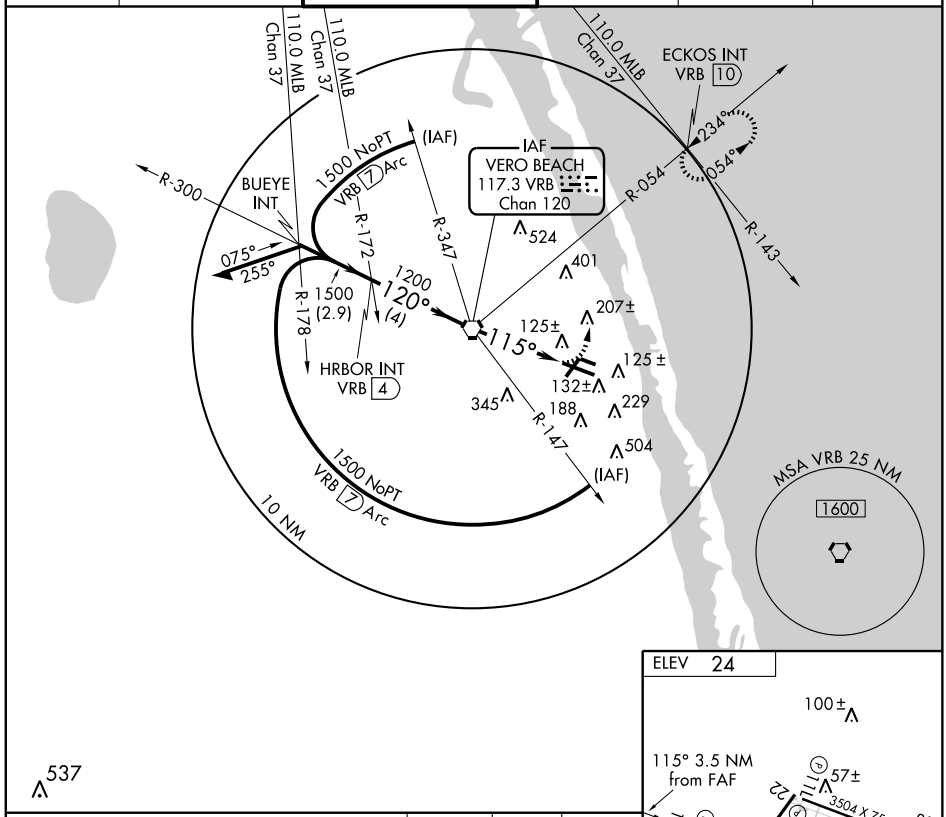
SE-3, 03 JUN 2010 to 01 JUL 2010

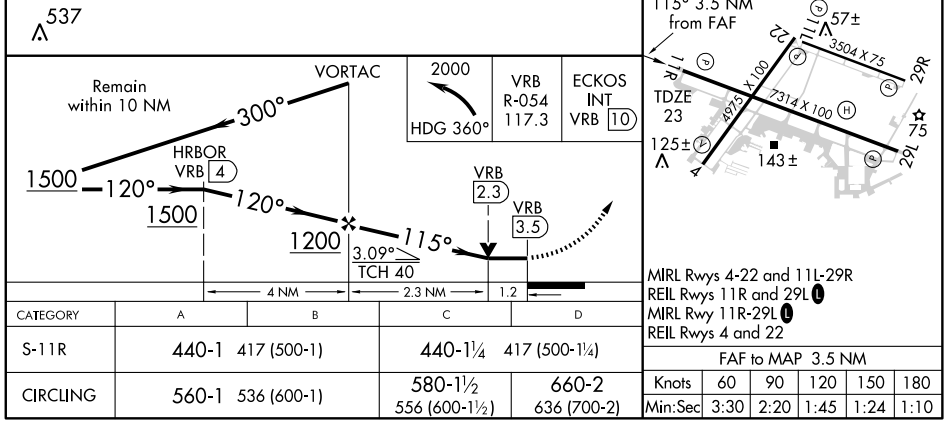
VORTAC VRB 117.3 Chan 120	APP CRS 115°	Rwy Idg 7314 TDZE 23 Apt Elev 24

VOR RWY 11R
VERO BEACH MUNI (VRB)

MISSED APPROACH: Climbing left turn to 2000 via heading 360° and VRB R-054 to ECKOS Int/VRB 10 DME and hold.

ATIS	MIAMI CENTER	VERO BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
132.5	132.25 370.9	126.3 (CTAF) L	127.45	134.975	122.95





MIRL Rwys 4-22 and 11L-29R
REIL Rwys 11R and 29L L
MIRL Rwy 11R-29L L
REIL Rwys 4 and 22

CATEGORY	A	B	C	D
S-11R	440-1 417 (500-1)		440-1¼ 417 (500-1¼)	
CIRCLING	560-1 536 (600-1)		580-1½ 556 (600-1½)	660-2 636 (700-2)

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

SE-3, 03 JUN 2010 to 01 JUL 2010

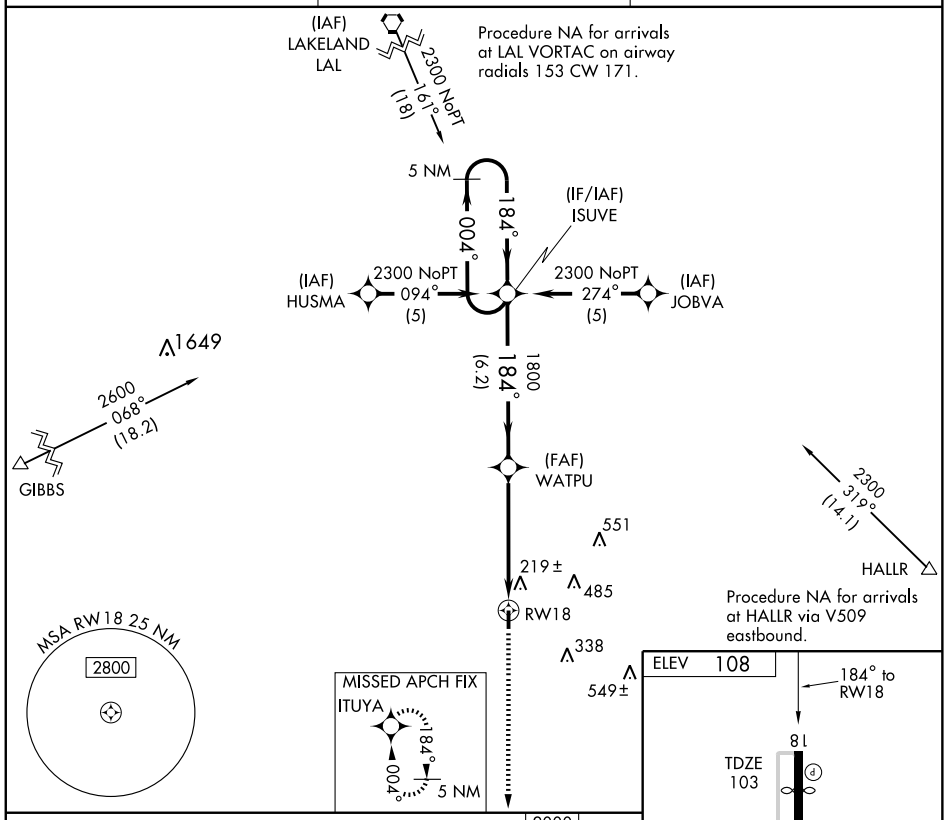
APP CRS	Rwy Idg	3505
184°	TDZE	103
	Apt Elev	108

RNAV (GPS) RWY 18
WAUCHULA MUNI (CHN)

Use Sarasota/Bradenton altimeter setting; if not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

MISSED APPROACH: Climb to 2000 direct ITUYA and hold.

SARASOTA/BRADENTON INTL ASOS	MIAMI CENTER	(CTAF)
124.375	134.55 257.7	122.9



CATEGORY	A	B	C	D
LNAV MDA	580-1 477 (500-1)		580-1¼ 477 (500-1¼)	NA
CIRCLING	620-1 512 (600-1)		620-1½ 512 (600-1½)	NA

MIRL Rwy 18-36

SE-3, 03 JUN 2010 to 01 JUL 2010

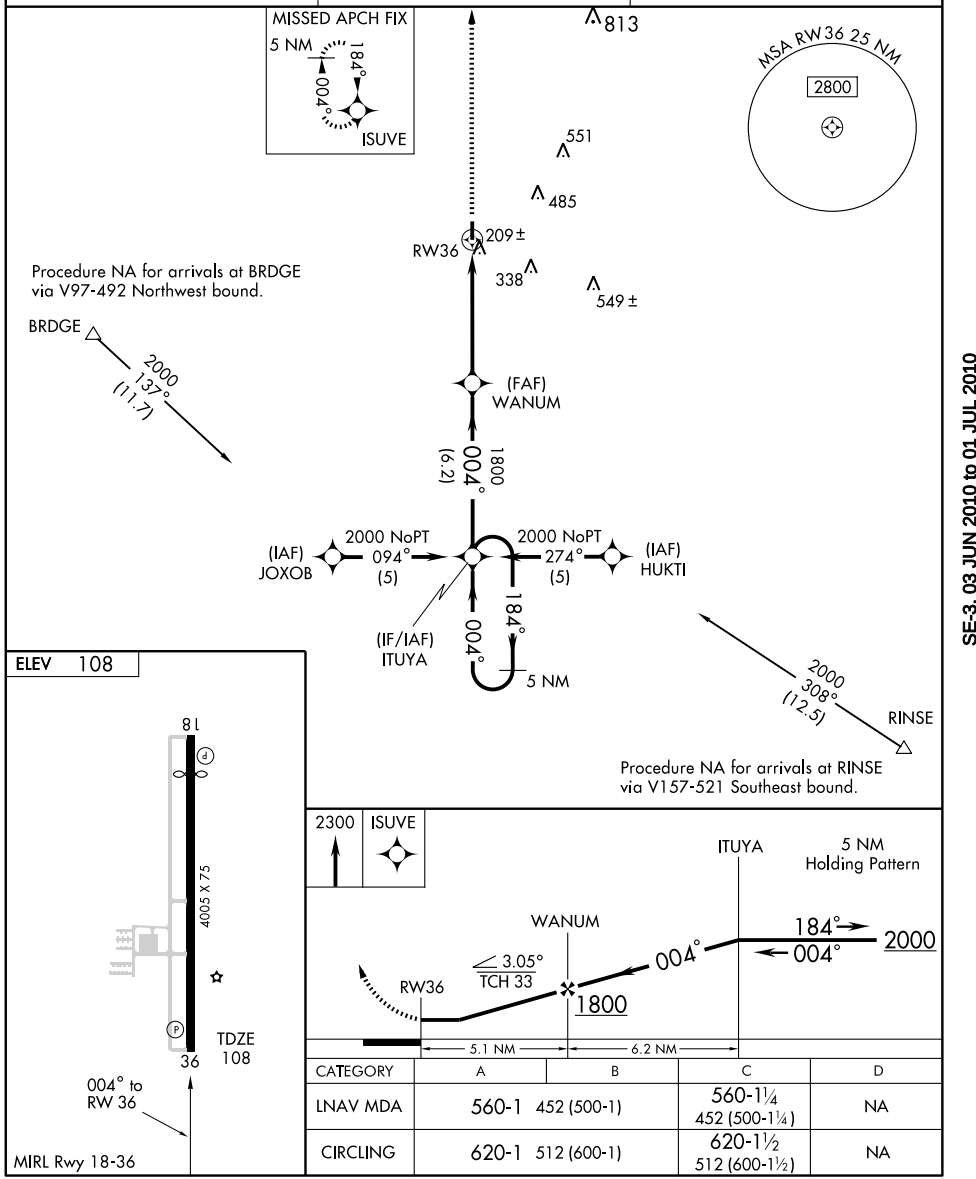
APP CRS	Rwy Idg	4005
004°	TDZE	108
	Apt Elev	108

RNAV (GPS) RWY 36
WAUCHULA MUNI (CHN)

Use Sarasota/Bradenton altimeter setting; if not received, use Tampa Intl altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2300 direct ISUVE and hold.

SARASOTA/BRADENTON INTL ASOS	MIAMI CENTER	(CTAF)
124.375	134.55 257.7	122.9

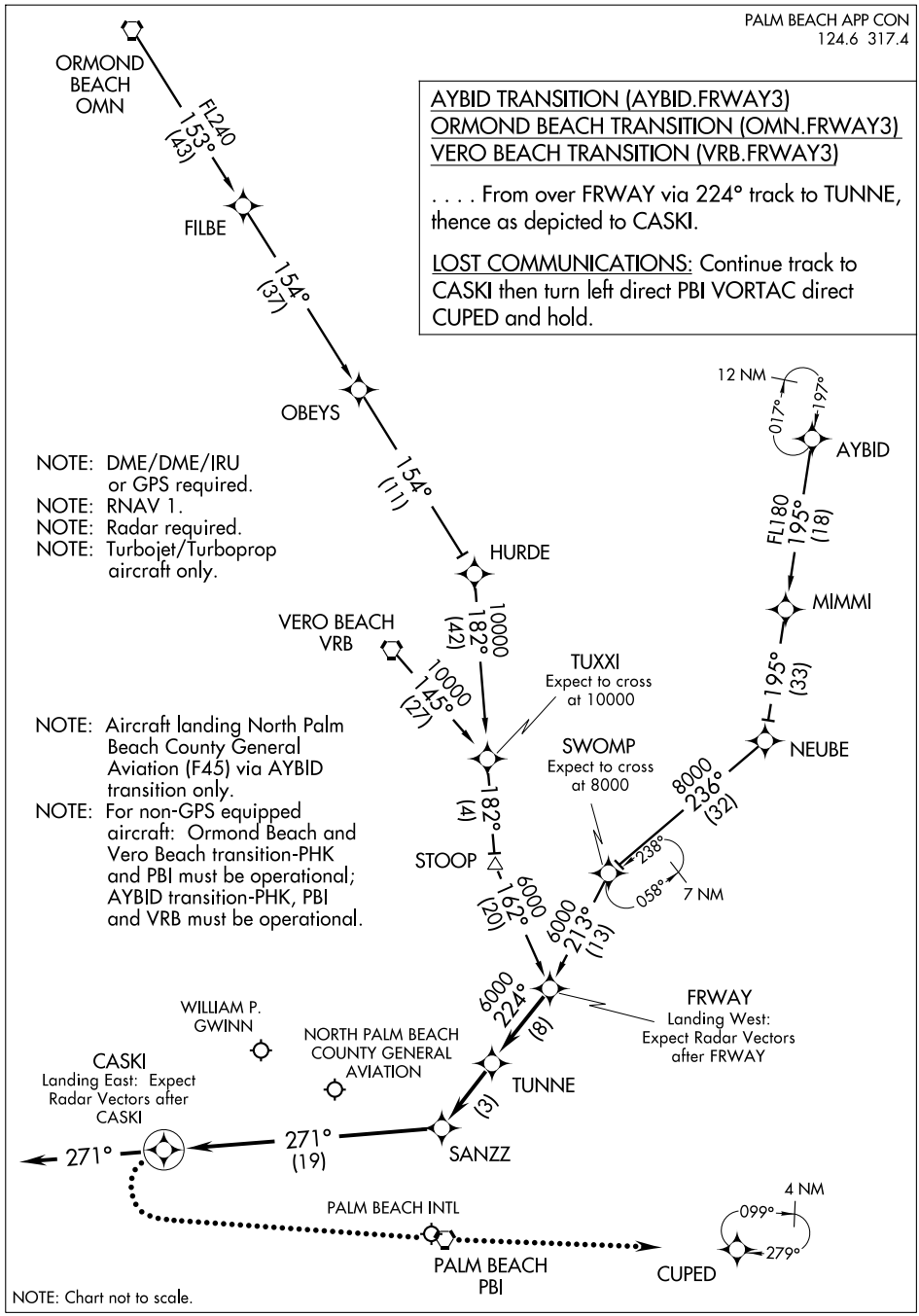


CATEGORY	A	B	C	D
LNAV MDA	560-1 452 (500-1)		560-1¼ 452 (500-1¼)	NA
CIRCLING	620-1 512 (600-1)		620-1½ 512 (600-1½)	NA

SE-3, 03 JUN 2010 to 01 JUL 2010

FRWAY THREE ARRIVAL (RNAV)

WEST PALM BEACH, FLORIDA



APP CRS	Rwy Idg	4300
089°	TDZE	23
	Apt Elev	23

GPS RWY 8R

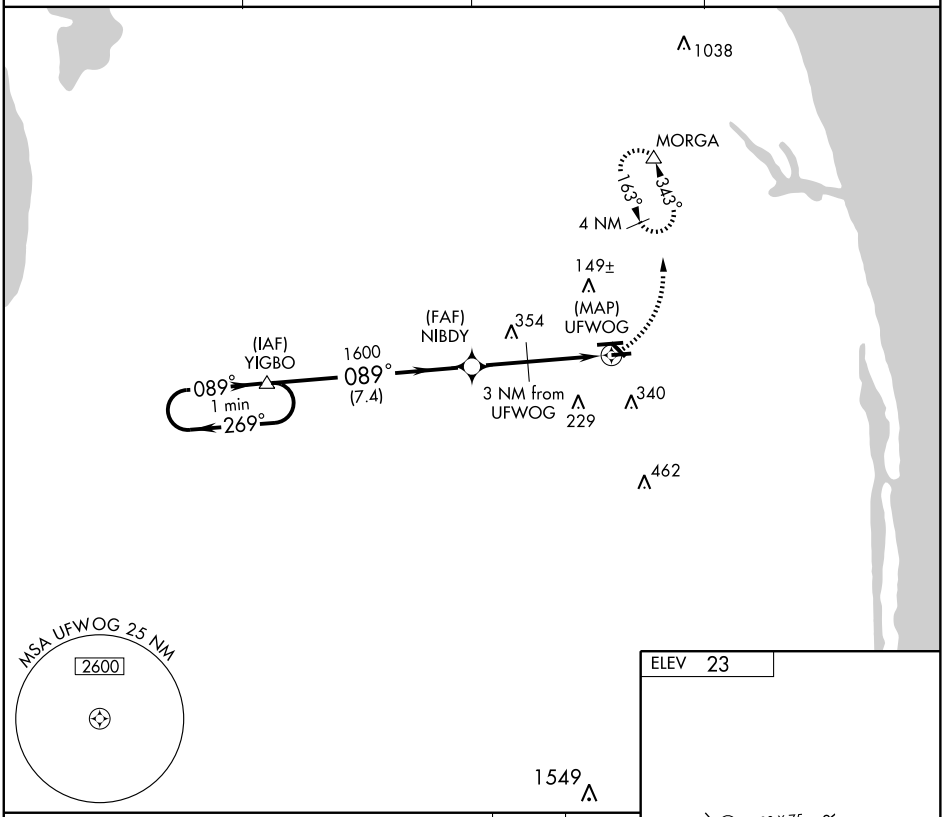
WEST PALM BEACH/ NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

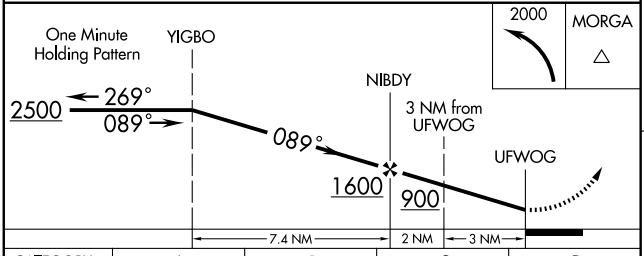
NA

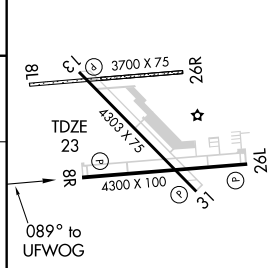
Use Palm Beach Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct MORGA WP and hold.

AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-8R	420-1 397 (400-1)			420-1¼ 397 (400-1¼)
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	680-2 657 (700-2)

HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

SE-3, 03 JUN 2010 to 01 JUL 2010

WEST PALM BEACH, FLORIDA

AL-9151 (FAA)

LOC/DME I-GHO	APP CRS	Rwy Idg	4300
110.75	089°	TDZE	23
Chan 44 (Y)		Apt Elev	23

ILS RWY 8R

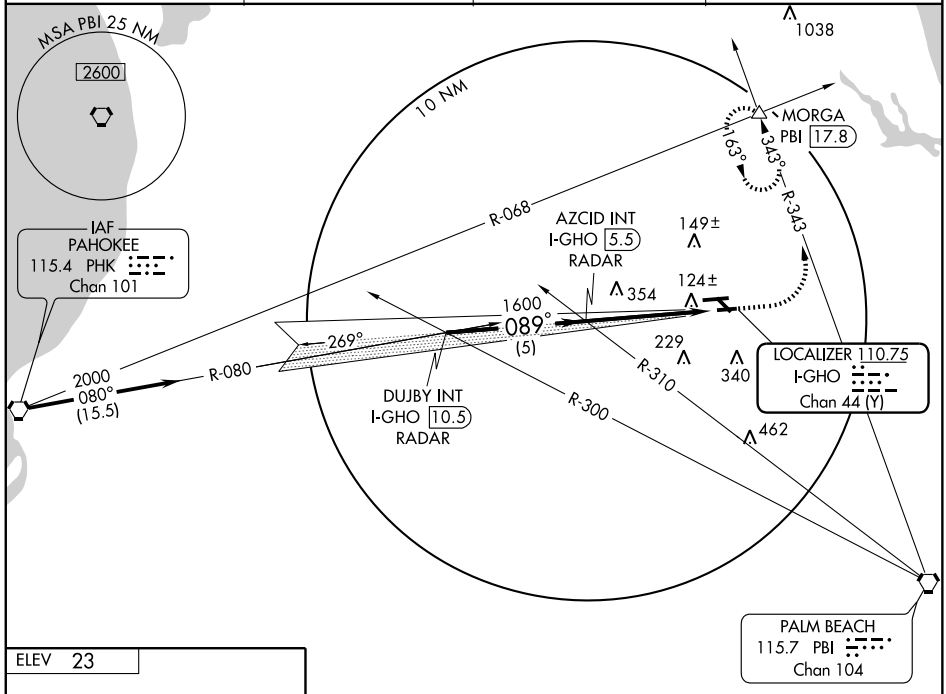
WEST PALM BEACH/
NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

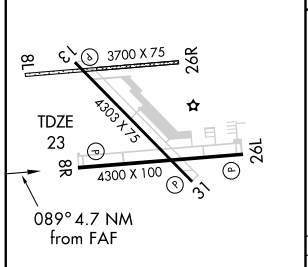
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NA

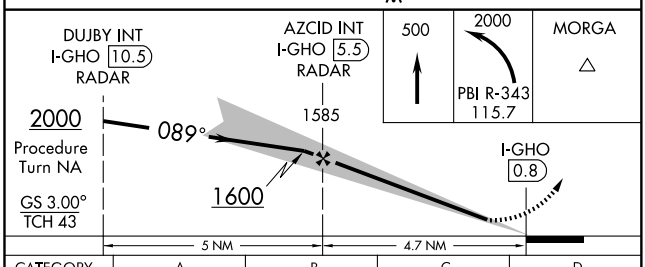
Use Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via PBI R-343 to MORGA Int/17.8 DME and hold.

AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 8R	251-¾ 228 (300-¾)			
S-LOC 8R	420-1 397 (400-1)			420-1¼ 397 (400-1¼)
CIRCLING	460-1 437 (500-1)	480-1 457 (500-1)	480-1½ 457 (500-1½)	680-2 657 (700-2)

HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

SE-3, 03 JUN 2010 to 01 JUL 2010

WASS	APP CRS	Rwy Idg	4303
CH 40310	139°	TDZE	22
W13A		Apt Elev	22

RNAV (GPS) RWY 13

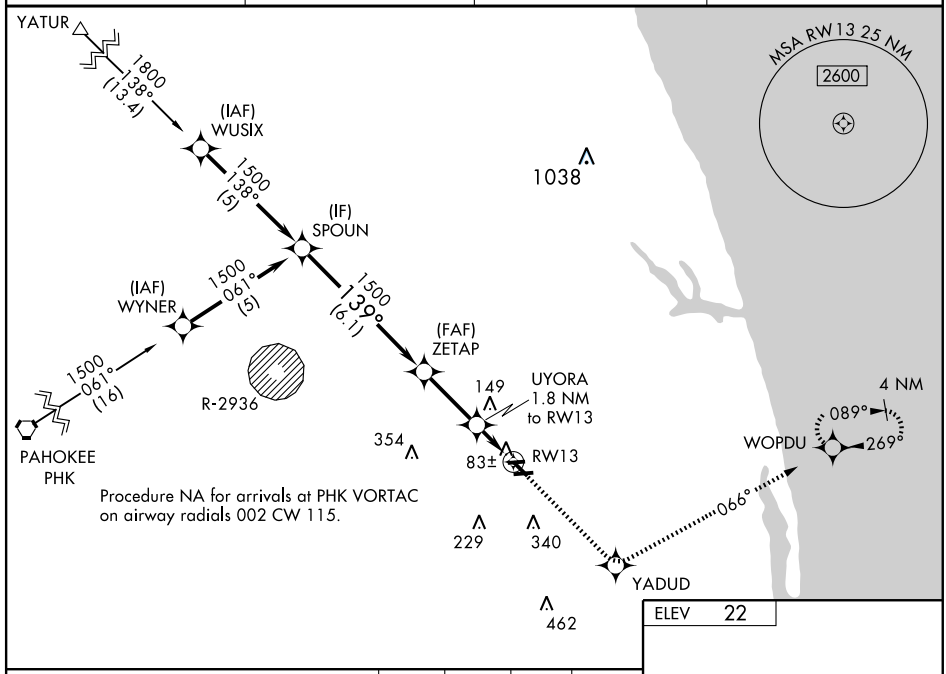
WEST PALM BEACH/
NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

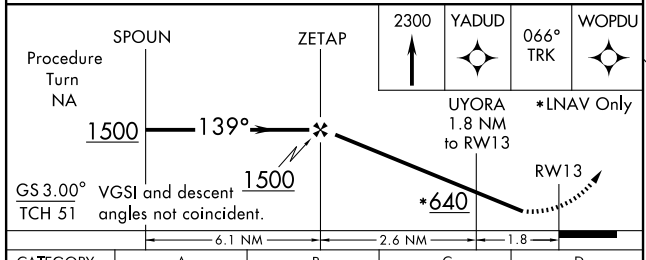
NA

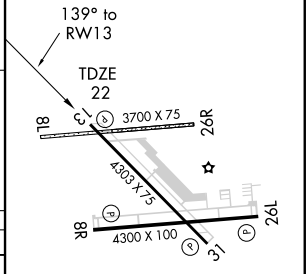
Baro-VNAV NA when using Palm Beach Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter settings not received, use Palm Beach Intl altimeter setting and increase all DA 28 feet and all MDA 40 feet and increase LPV all Cats. visibility and Circling Cat. D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct YADUD and via 066° track to WOPDU and hold.

AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	324-1 302 (400-1)			
LNAV/VNAV DA	384-1¼ 362 (400-1¼)			
LNAV MDA	380-1 358 (400-1)			380-1¼ 358 (400-1¼)
CIRCLING	460-1 438 (500-1)	480-1 458 (500-1)	480-1½ 458 (500-1½)	680-2 658 (700-2)

HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

SE-3. 03 JUN 2010 to 01 JUL 2010

WASS	APP CRS	Rwy Idg	4300
CH 93910	269°	TDZE	22
W26A		Apt Elev	22

RNAV (GPS) RWY 26L

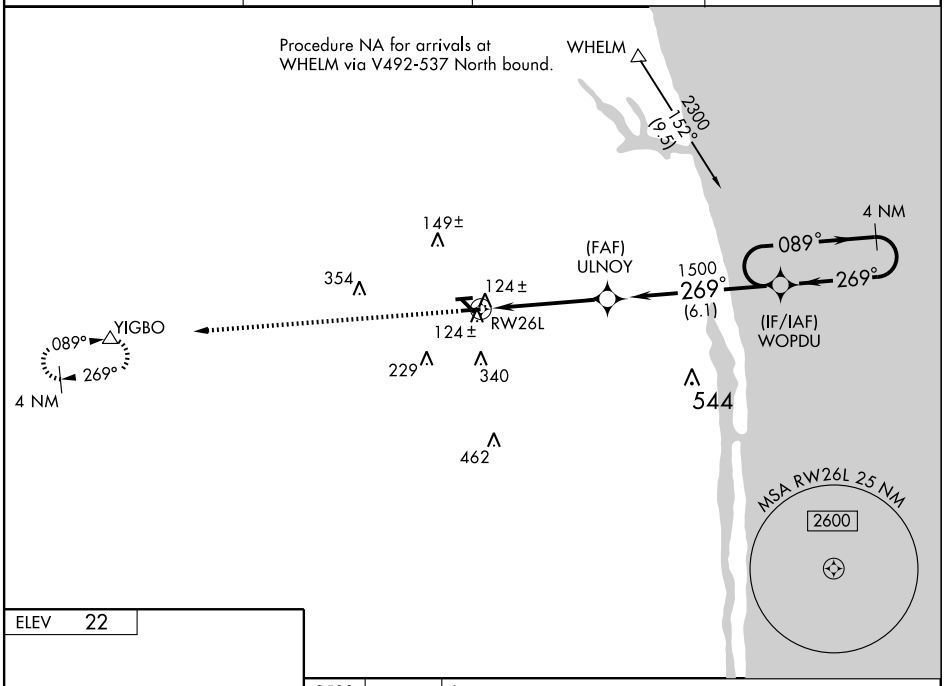
WEST PALM BEACH/ NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

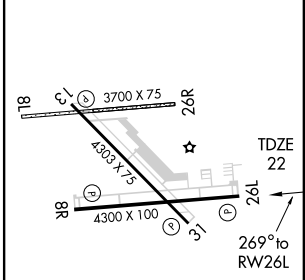
T
NA

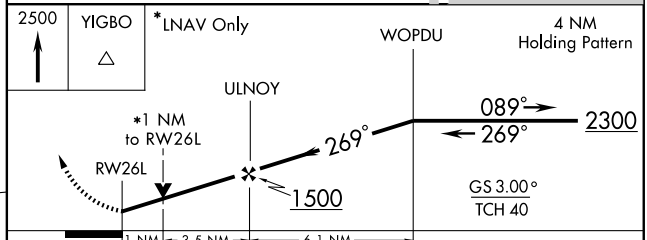
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Palm Beach Intl altimeter setting and increase all DA 28 feet and MDA 40 feet and increase LNAV/VNAV all Cats. visibility and Circling Cat. D visibility ¼ mile. Baro-VNAV and VDP NA when using Palm Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct YIGBO and hold.

AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	340-1¼ 318 (400-1¼)			
LNAV/ VNAV DA	394-1¼ 372 (400-1¼)			
LNAV MDA	380-1 358 (400-1)			380-1¼ 358 (400-1¼)
CIRCLING	460-1 438 (500-1)	480-1 458 (500-1)	480-1½ 458 (500-1½)	680-2 658 (700-2)

HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

WEST PALM BEACH, FLORIDA

AL-9151 (FAA)

VORTAC PHK	APP CRS	Rwy Idg	4300
115.4	082°	TDZE	23
Chan 101		Apt Elev	23

WEST PALM BEACH/
NORTH PALM BEACH COUNTY GENERAL AVIATION (F45)

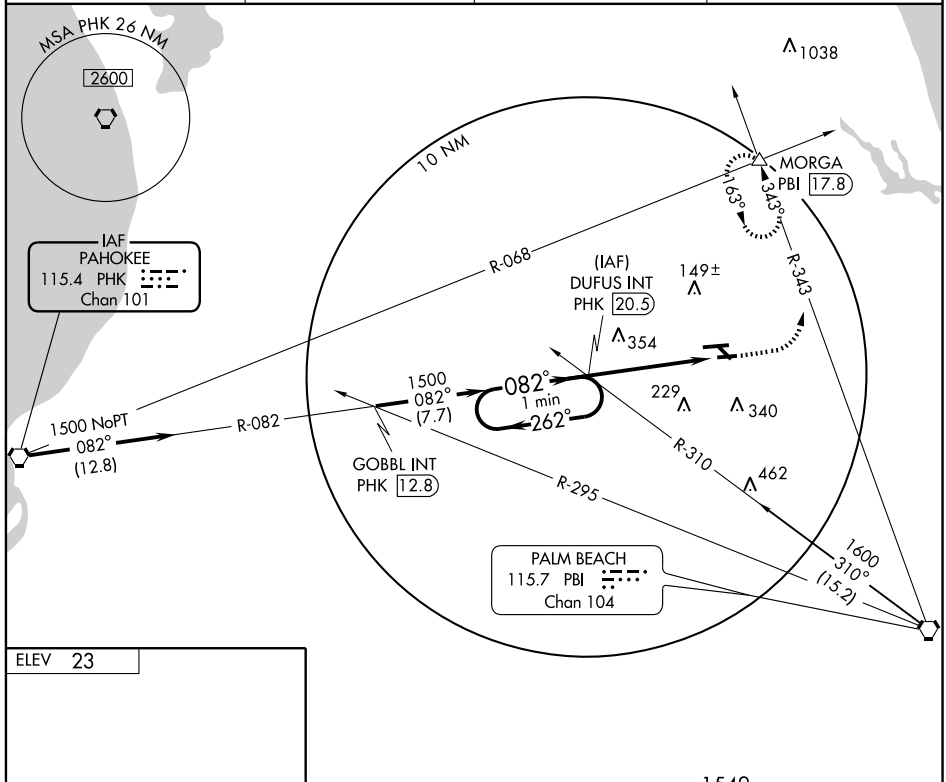
VOR RWY 8R

T
A NA

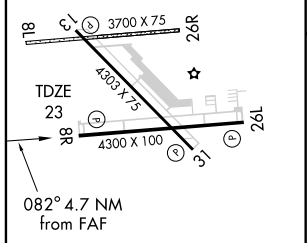
Use Palm Beach altimeter setting.

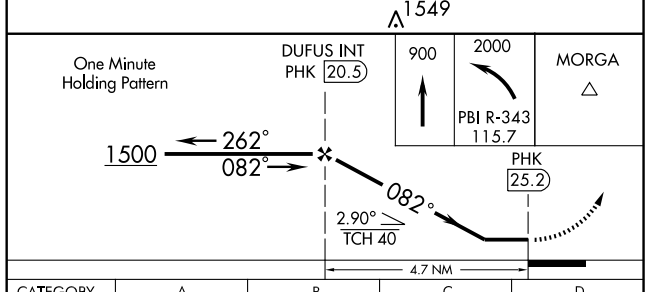
MISSED APPROACH: Climb to 900 then climbing left turn to 2000 via PBI VORTAC R-343 to MORGA Int/17.8 DME and hold.

AWOS-3	PALM BEACH APP CON	CLNC DEL	UNICOM
119.975	124.6 317.4	120.825	123.075 (CTAF) L



ELEV 23





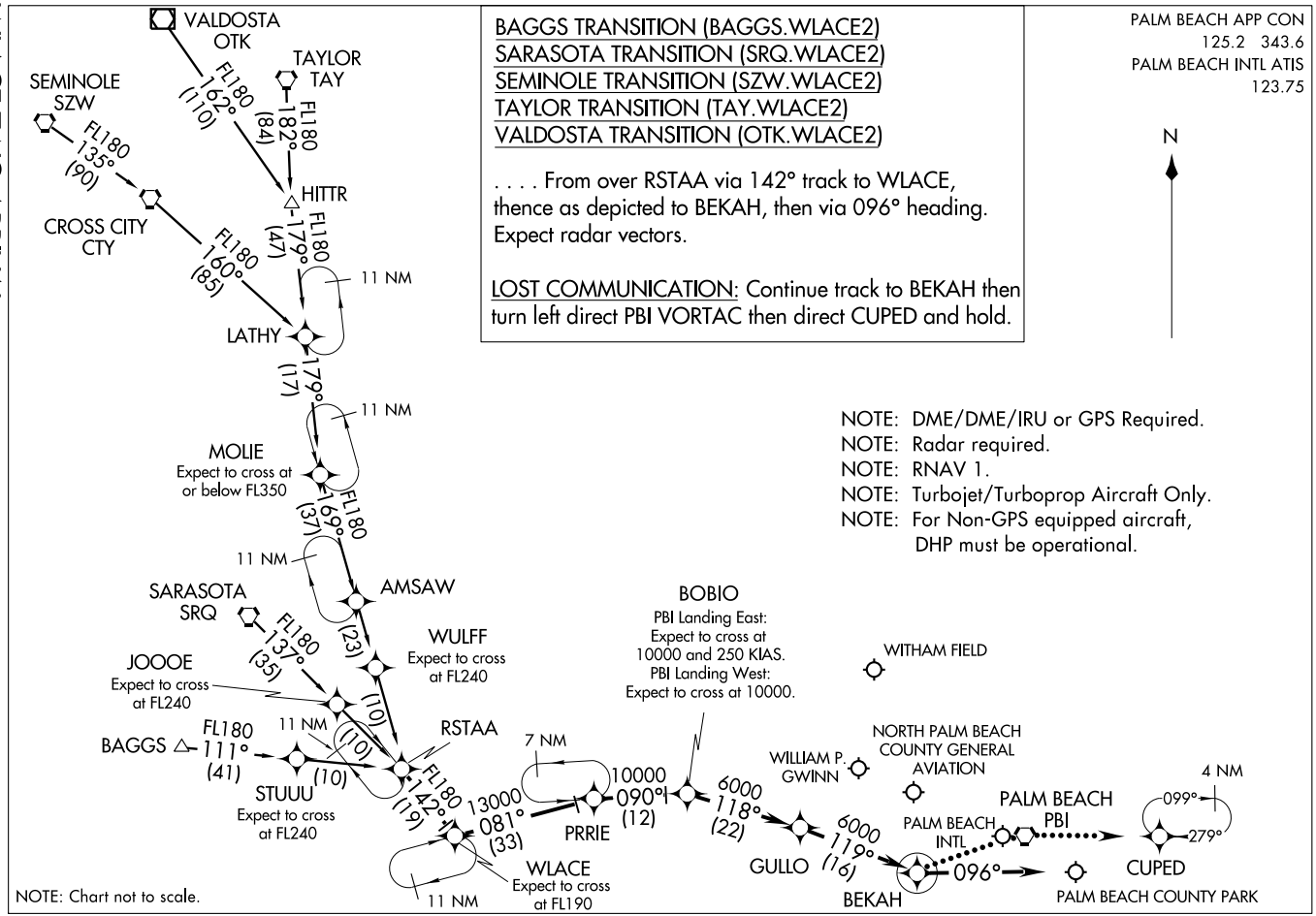
HIRL Rwys 8R-26L and 13-31 L
REIL Rwys 8R, 13, 26L and 31 L

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CATEGORY	A	B	C	D
S-8R	700-1 677 (700-1)	700-1¼ 677 (700-1¼)	700-2 677 (700-2)	700-2¼ 677 (700-2¼)
CIRCLING	700-1 677 (700-1)	700-1¼ 677 (700-1¼)	700-2 677 (700-2)	700-2¼ 677 (700-2¼)

SE-3, 03 JUN 2010 to 01 JUL 2010



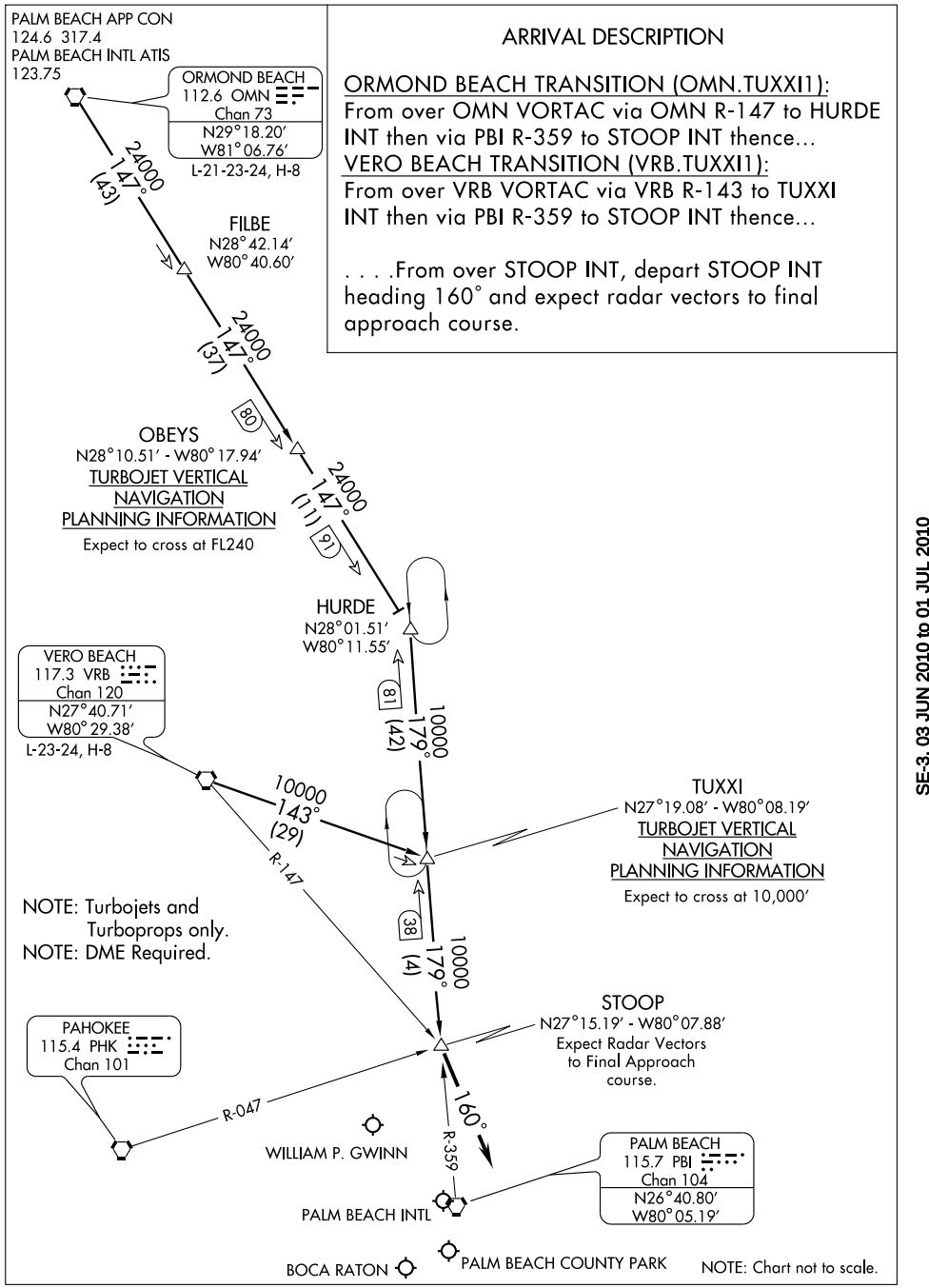
(WLACE.WLACE2) 10098

WLACE TWO ARRIVAL (RNAV)

ST-449 (FAA)

WEST PALM BEACH, FLORIDA

TUXXI ONE ARRIVAL



ARRIVAL DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI1):
From over OMN VORTAC via OMN R-147 to HURDE INT then via PBI R-359 to STOOP INT thence...

VERO BEACH TRANSITION (VRB.TUXXI1):
From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence...

. . . .From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.

VORTAC PBI 115.7 Chan 104	APP CRS 182°	Rwy Idg 3421 / TDZE 15 / Apt Elev 16

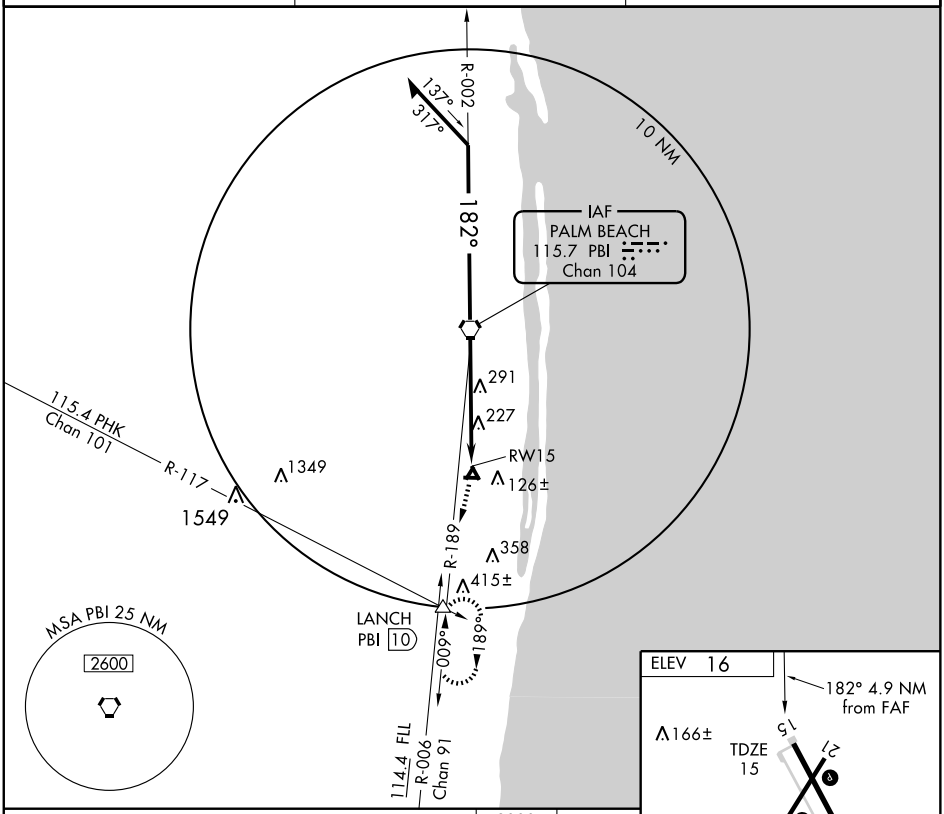
VOR or GPS RWY 15

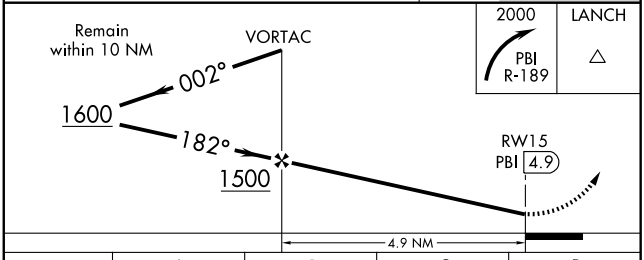
WEST PALM BEACH / PALM BEACH COUNTY PARK (LNA)

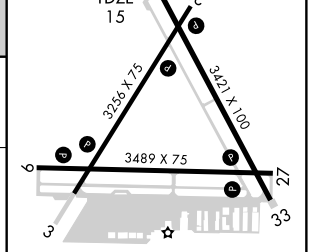
NA — Use Palm Beach altimeter setting minimums.

MISSED APPROACH: Climbing right turn to 2000 via PBI R-189 to LANCH INT/PBI 10 DME and hold.

AWOS-3	PALM BEACH APP CON	UNICOM
119.925	125.2 317.4	122.7 (CTAF) L







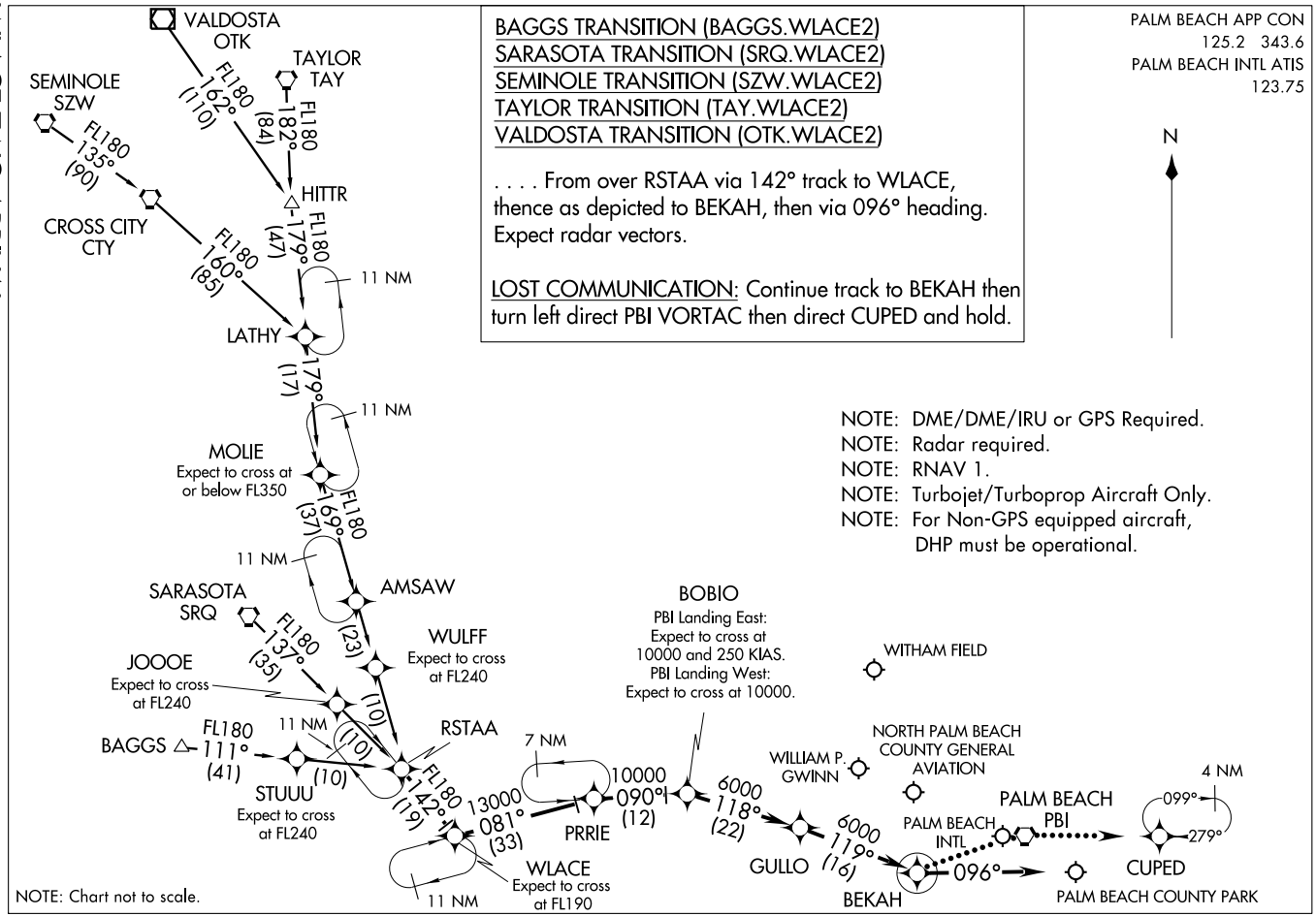
MIRL Rwys 3-21, 9-27 and 15-33 L

CATEGORY	A	B	C	D
S-15	620-1	605 (700-1)	620-1¾ 605 (700-1¾)	NA
CIRCLING	660-1	644 (700-1)	660-1¾ 644 (700-1¾)	NA

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SE-3, 03 JUN 2010 to 01 JUL 2010



(WLACE.WLACE2) 10098

WLACE TWO ARRIVAL (RNAV)

ST-449 (FAA)

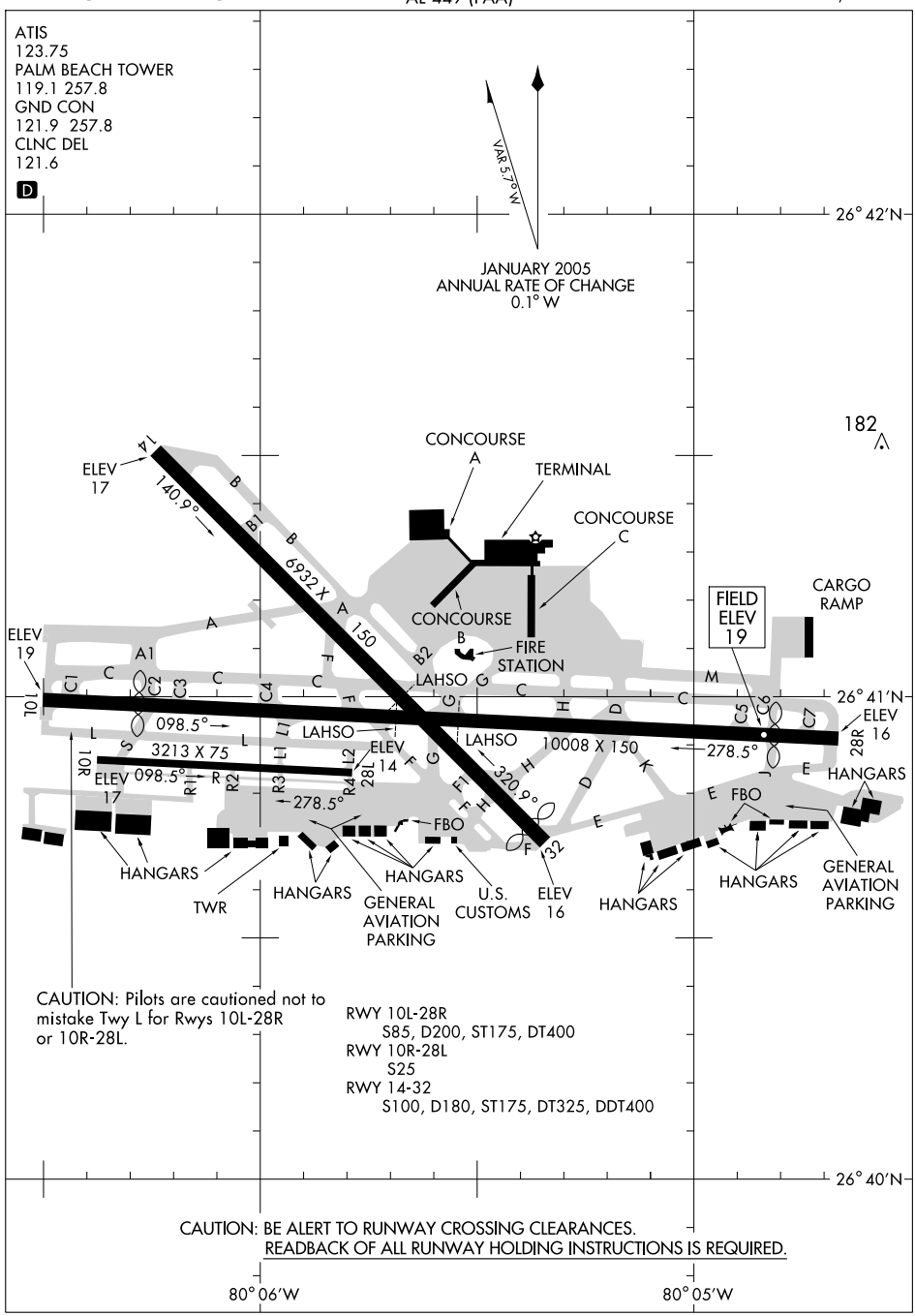
WEST PALM BEACH, FLORIDA

10098

AIRPORT DIAGRAM

AL-449 (FAA)

WEST PALM BEACH/PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA



SE-3, 03 JUN 2010 to 01 JUL 2010

BUFIT ONE DEPARTURE (RNAV)

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 125.2 343.6 (South)

N

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:

Rwy 10R, 28L: NA-ATC.

Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.

Rwy 28R: Standard with minimum climb of 500′ per NM to 4000. ATC climb of 500′ per NM to 4000.

NOTE: For Turbojets only.

NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.

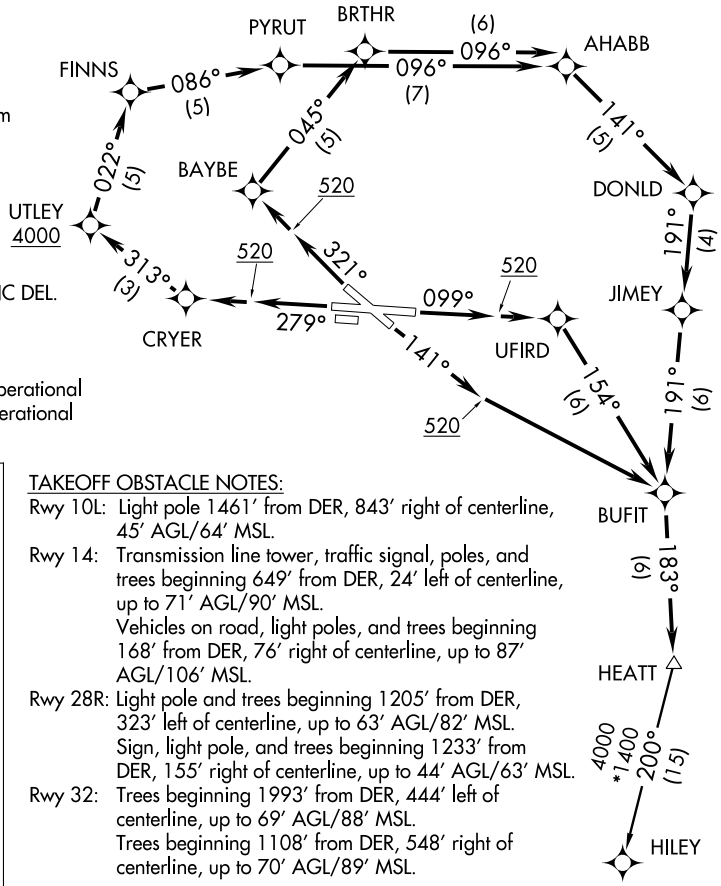
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.

NOTE: DME/DME/IRU or GPS Required.

NOTE: RADAR Required.

NOTE: RNAV 1.

NOTE: For non-GPS equipped aircraft: FLL and PBI DMEs must be operational for takeoff Rwy 10L, 14. FLL, PBI, and PHK DMEs must be operational for takeoff Rwy 28R, 32.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via depicted route to BUFIT. Thence . . . .

TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct BUFIT. Thence . . . .

TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to BUFIT. Thence . . . .

TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to BUFIT. Thence . . . .

. . . . via depicted route to HEATT. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

HILEY TRANSITION (BUFIT1.HILEY):

TAKEOFF OBSTACLE NOTES:

Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.

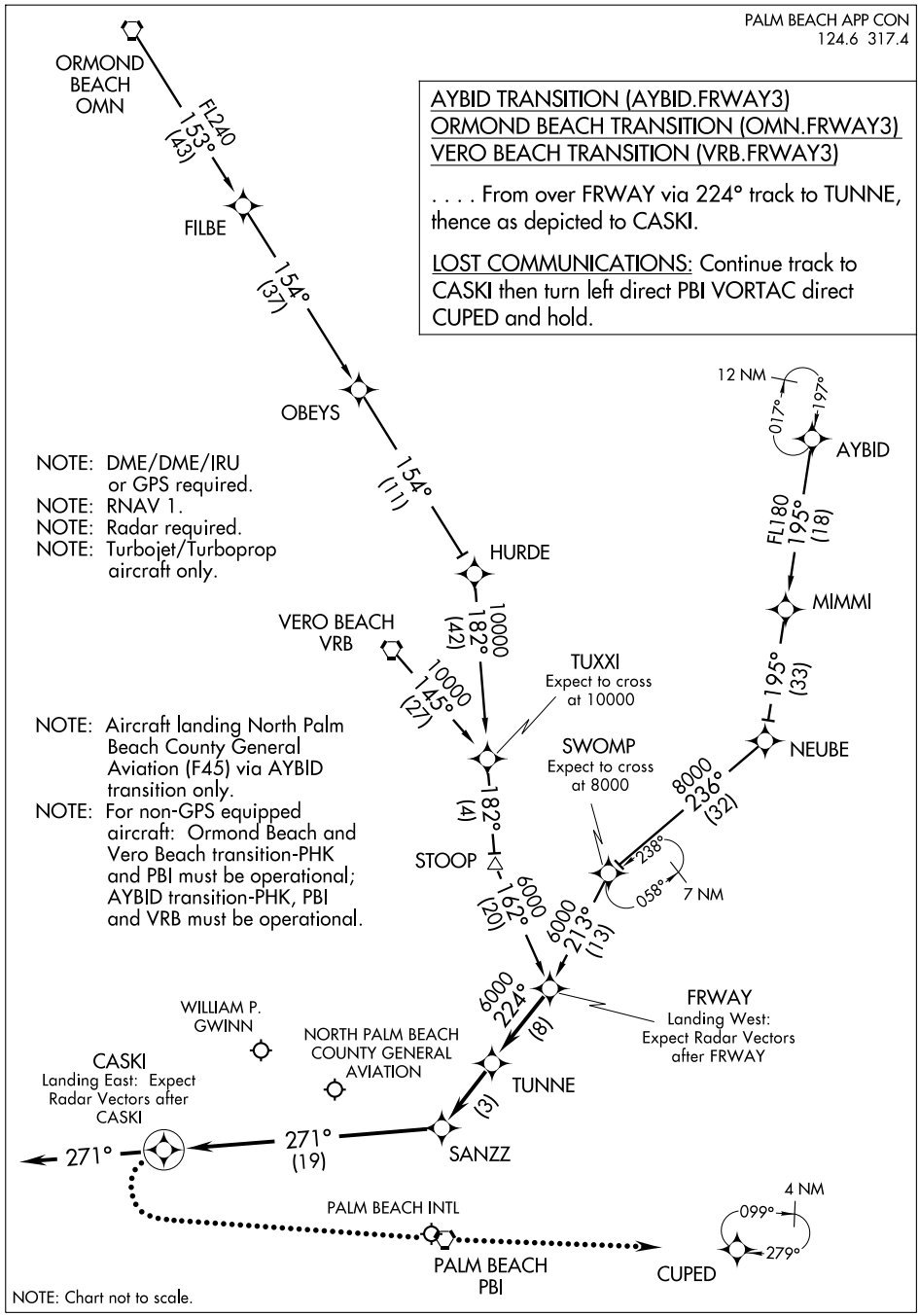
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL.
Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.

Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL.
Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.

Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL.
Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

FRWAY THREE ARRIVAL (RNAV)

WEST PALM BEACH, FLORIDA



LOC I-PBI	APP CRS	Rwy Idg	8800
111.9	099°	TDZE	19
		Apt Elev	19

ILS or LOC RWY 10L

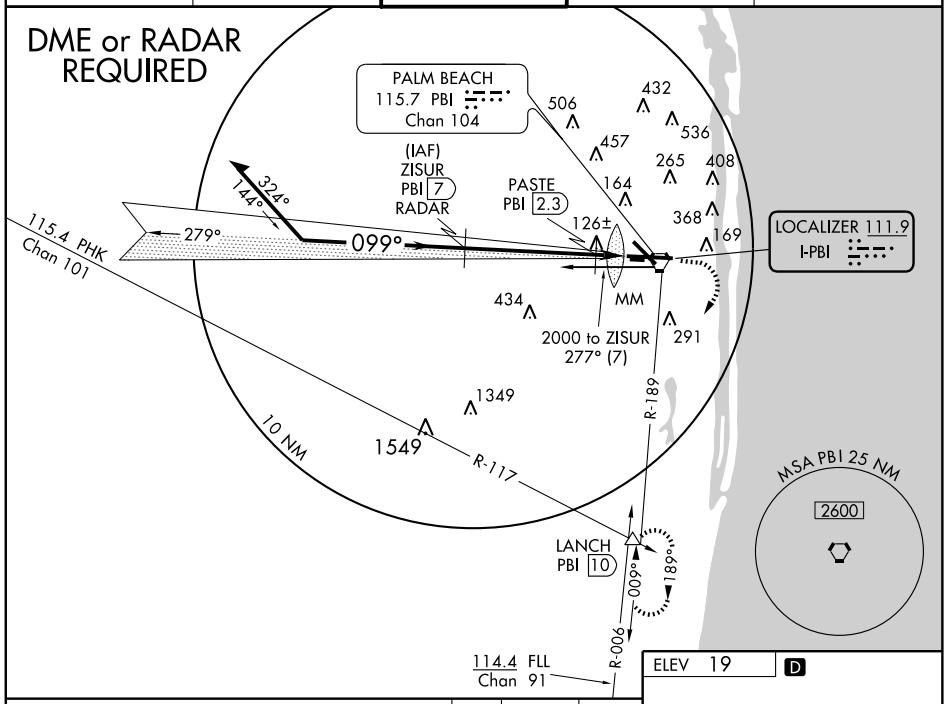
WEST PALM BEACH/ PALM BEACH INTL (PBI)

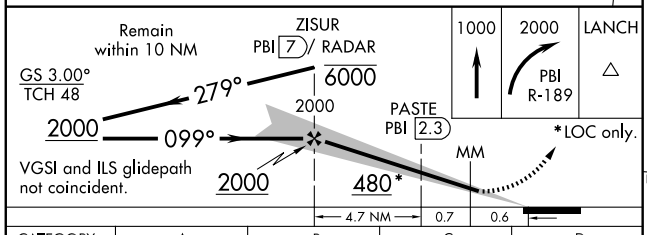
DME or Radar required.
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

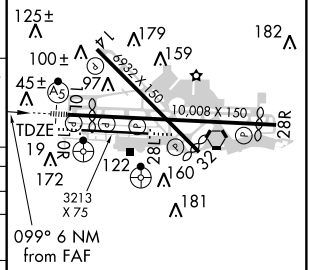
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBI VORTAC R-189 to LANCH INT/PBI VORTAC 10 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
S-ILS 10L	** 219/24 200 (200-½)			
S-LOC 10L	480/24 461 (500-½)		480/40 461 (500-¾)	480/50 461 (500-1)
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)
PASTE DME FIX MINIMUMS				
S-LOC 10L	380/24 361 (400-½)			380/40 361 (400-¾)
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-3, 03 JUN 2010 to 01 JUL 2010

LOC I-PWB	APP CRS	Rwy Idg	9189
111.9	279°	TDZE	18
		Apt Elev	19

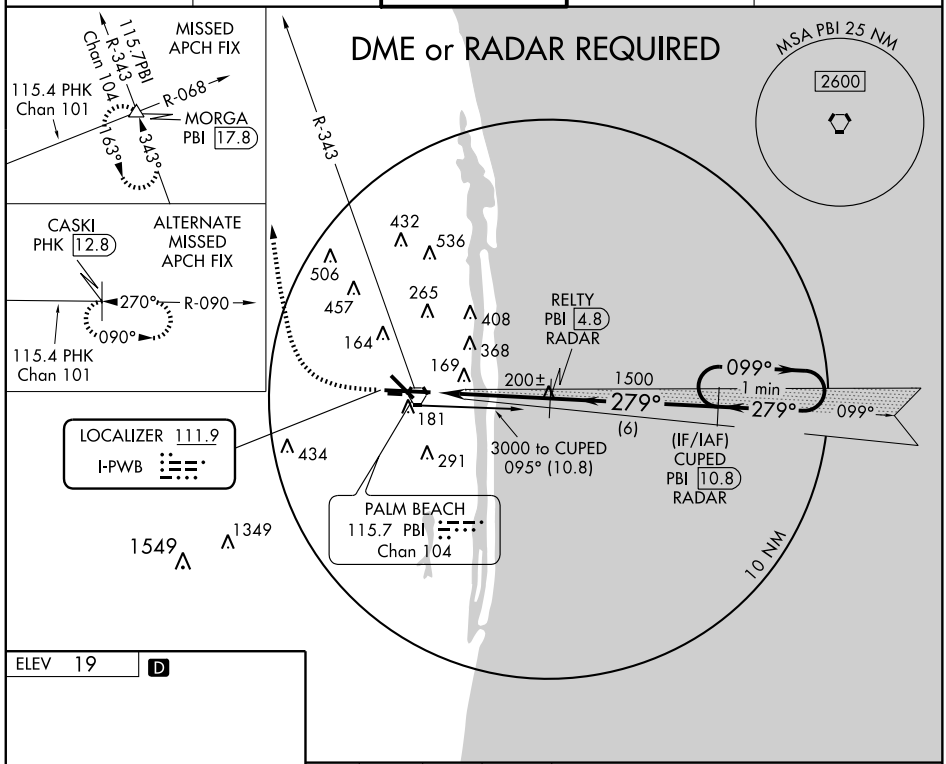
ILS or LOC RWY 28R

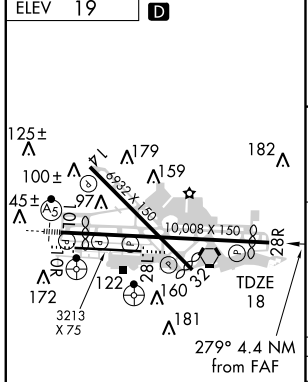
WEST PALM BEACH/ PALM BEACH INTL (PBI)

DME or Radar required.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via PBI VORTAC R-343 to MORGA INT/PBI 17.8 DME and hold.

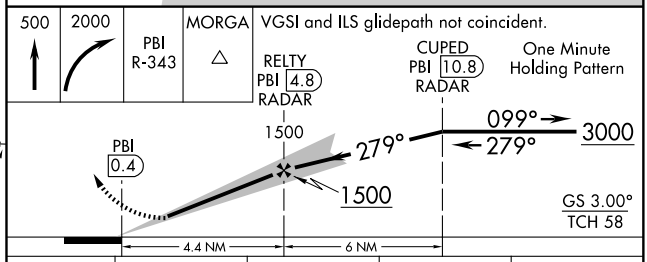
ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D
S-ILS 28R	218/40 200 (200-¾)			
S-LOC 28R	460/50 442 (500-1)		460/60 442 (500-1¼)	460-1½ 442 (500-1½)
CIRCLING	500-1 481 (500-1)		640-1½ 621 (700-1½)	680-2 661 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

IVNKA ONE DEPARTURE (RNAV)

(IVNKA1.IVNKA) 10098

WEST PALM BEACH/PALM BEACH INTL (PBI)

WEST PALM BEACH, FLORIDA

DEPARTURE ROUTE DESCRIPTION

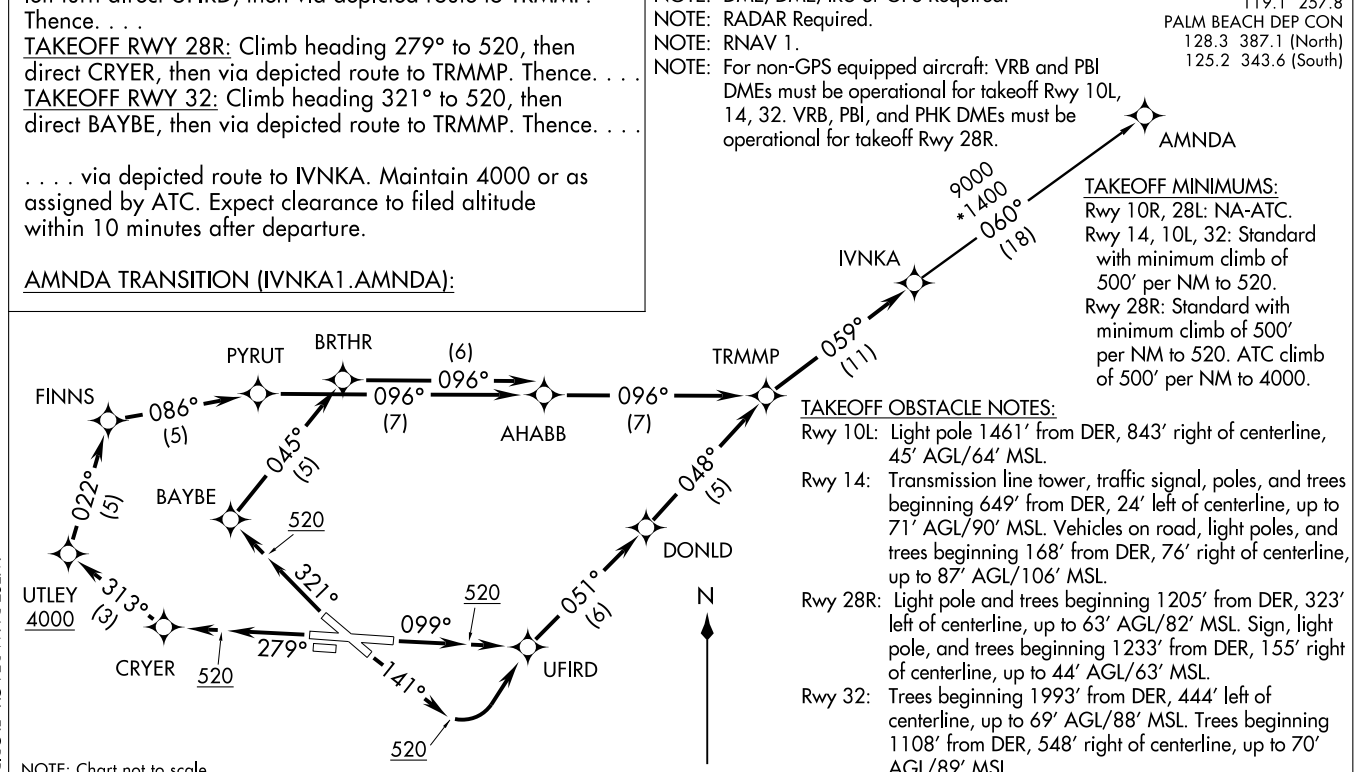
TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via depicted route to TRMMP. Thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct UFIRD, then via depicted route to TRMMP. Thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to TRMMP. Thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to TRMMP. Thence. . . .

. . . . via depicted route to IVNKA. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

AMNDA TRANSITION (IVNKA1.AMNDA):

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: VRB and PBI DMEs must be operational for takeoff Rwy 10L, 14, 32. VRB, PBI, and PHK DMEs must be operational for takeoff Rwy 28R.

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 125.2 343.6 (South)



NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L, 32: Standard with minimum climb of 500' per NM to 520.
Rwy 28R: Standard with minimum climb of 500' per NM to 520. ATC climb of 500' per NM to 4000.

TAKEOFF OBSTACLE NOTES:
Rwy 10L: Light pole 1461' from DER, 843' right of centerline, 45' AGL/64' MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649' from DER, 24' left of centerline, up to 71' AGL/90' MSL. Vehicles on road, light poles, and trees beginning 168' from DER, 76' right of centerline, up to 87' AGL/106' MSL.
Rwy 28R: Light pole and trees beginning 1205' from DER, 323' left of centerline, up to 63' AGL/82' MSL. Sign, light pole, and trees beginning 1233' from DER, 155' right of centerline, up to 44' AGL/63' MSL.
Rwy 32: Trees beginning 1993' from DER, 444' left of centerline, up to 69' AGL/88' MSL. Trees beginning 1108' from DER, 548' right of centerline, up to 70' AGL/89' MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via track 154° to BUFIT, then right turn via track 244° to SHRKY, then via depicted route to LMORE. Thence. . . .

TAKEOFF RWY 14: Climb heading 141° to 520, then right turn direct BLNKT, then via depicted route to LMORE. Thence. . . .

TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to LMORE. Thence. . . .

TAKEOFF RWY 32: Climb heading 321° to 520, then left turn direct CRYER, then via depicted route to LMORE. Thence. . . .

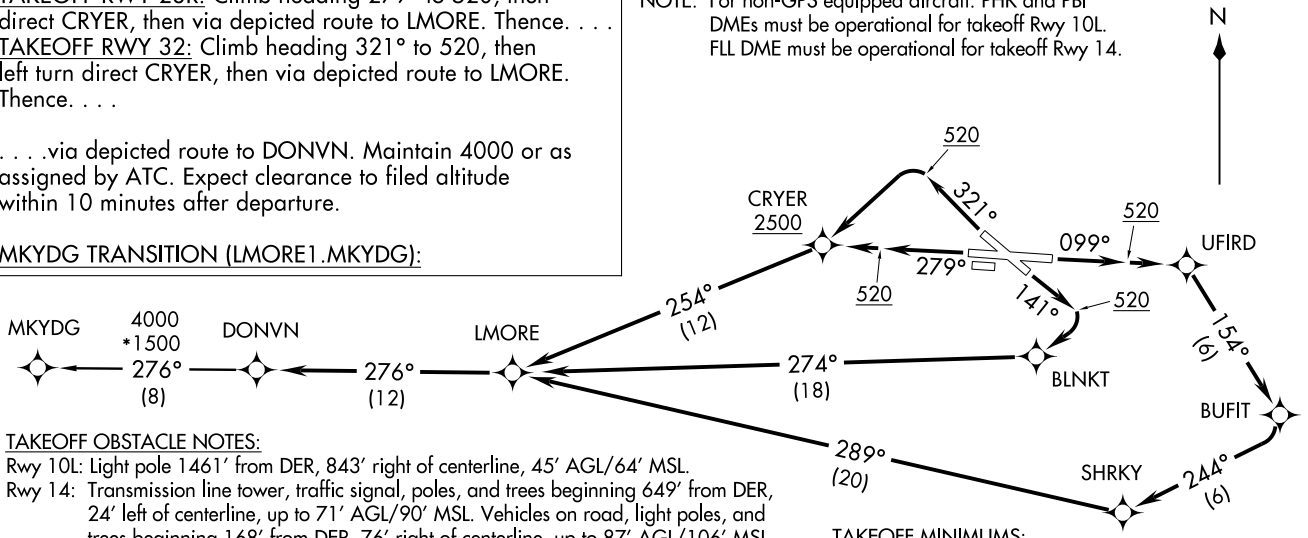
. . . .via depicted route to DONVN. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

MKYDG TRANSITION (LMORE1.MKYDG):

Note: Chart not to scale.

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: PHK and PBI DMEs must be operational for takeoff Rwy 10L. FLL DME must be operational for takeoff Rwy 14.

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 125.2 343.6 (South)



TAKEOFF OBSTACLE NOTES:

Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.

Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL. Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.

Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL. Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.

Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL. Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

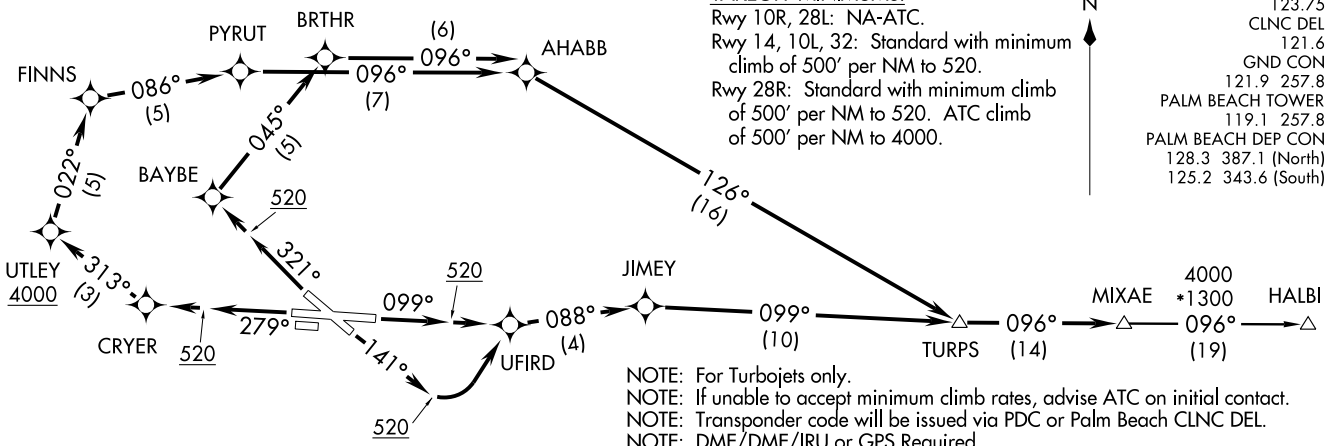
TAKEOFF MINIMUMS:

Rwy 10R, 28L: NA-ATC.

Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.

Rwy 28R: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 2500.

NOTE: Chart not to scale.



TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L, 32: Standard with minimum climb of 500′ per NM to 520.
Rwy 28R: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 4000.

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 125.2 343.6 (South)

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: FLL and PBI DMEs must be operational for takeoff Rwy 10L, 14. FLL, PBI, and PHK DMEs must be operational for takeoff Rwy 28R, 32.

TAKEOFF OBSTACLE NOTES:
Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL.
Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.
Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL.
Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.
Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL.
Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via depicted route to TURPS. Thence . . . .
TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct UFIRD, then via depicted route to TURPS. Thence . . . .
TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to TURPS. Thence . . . .
TAKEOFF RWY 32: Climb heading 321° to 520, then direct BAYBE, then via depicted route to TURPS. Thence . . . .

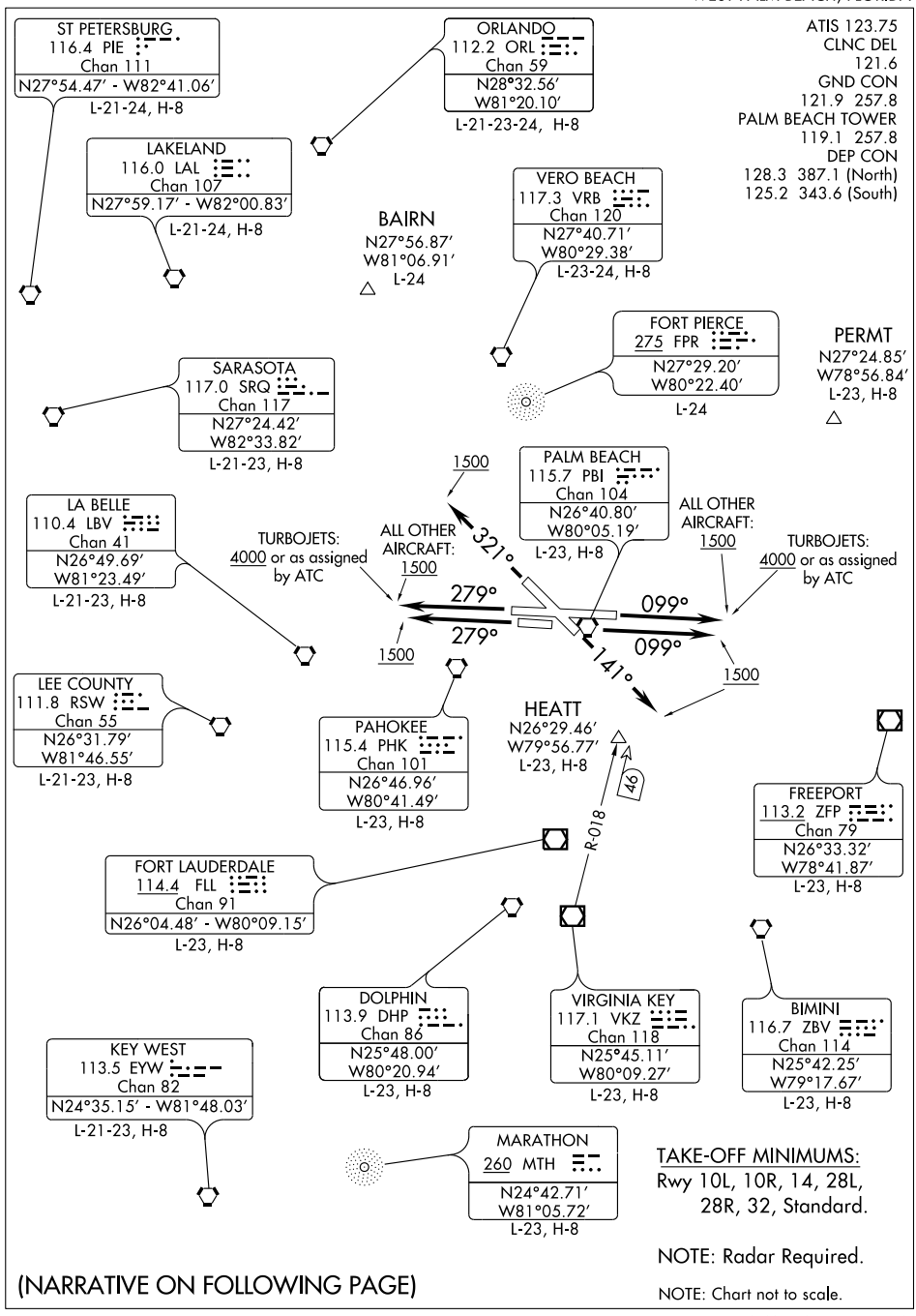
. . . . via depicted route to MIXAE. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

HALBI TRANSITION (MIXAE1.HALBI):

(PBI6.PBI) 10098

PALM BEACH SIX DEPARTURE

WEST PALM BEACH/PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA



TAKE-OFF MINIMUMS:
Rwy 10L, 10R, 14, 28L,
28R, 32, Standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SE-3, 03 JUN 2010 to 01 JUL 2010

DEPARTURE ROUTE DESCRIPTION

TURBOJETS:
TAKEOFF RWY 10L: Climb heading 099° to 4000 or as assigned by ATC, thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 1500, thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 4000 or as assigned by ATC, thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 1500, thence. . . .

ALL OTHER AIRCRAFT:
TAKEOFF RWY 10R: Climb heading 099° to 1500, thence. . . .
TAKEOFF RWY 10L: Climb heading 099° to 1500, thence. . . .
TAKEOFF RWY 14: Climb heading 141° to 1500, thence. . . .
TAKEOFF RWY 28R: Climb heading 279° to 1500, thence. . . .
TAKEOFF RWY 28L: Climb heading 279° to 1500, thence. . . .
TAKEOFF RWY 32: Climb heading 321° to 1500, thence. . . .

. . . .Expect radar vectors to assigned/filed route. Expect further clearance to filed altitude 10 minutes after departure.

TAKE OFF OBSTACLE NOTES:
Rwy 10R: Antenna on hanger 177′ from DER, 450′ right of centerline, 38′ AGL/57′ MSL.
Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL.
Vechicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.
Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL.
Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.
Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL.
Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH 97317	099°	Rwy Idg	8800
W10A		TDZE	19
		Apt Elev	19

RNAV (GPS) Y RWY 10L

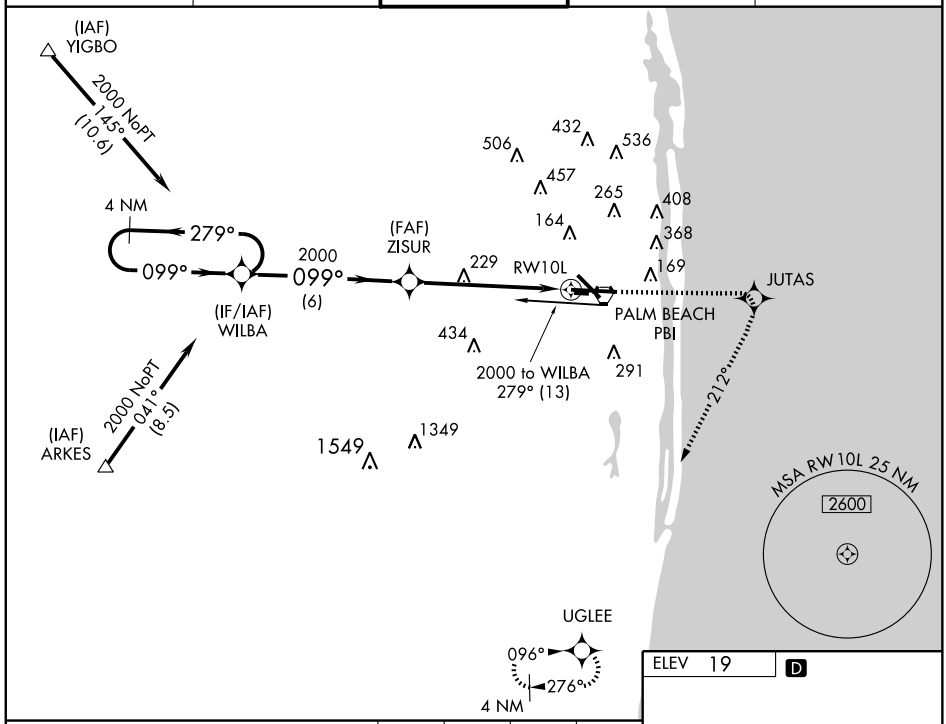
WEST PALM BEACH/PALM BEACH INTL (PBI)

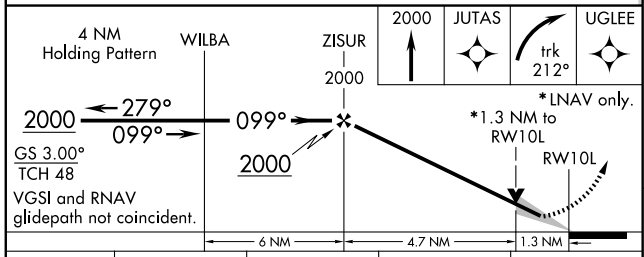
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct JUTAS and right turn via track 212° to UGLEE and hold.

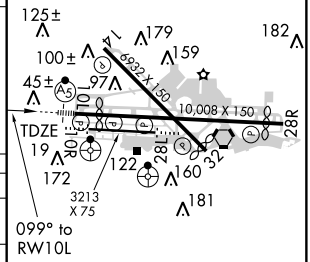
ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





CATEGORY	A	B	C	D
LPV DA	294/24 275 (300-½)			
LNAV/VNAV DA	422/50 403 (500-1)			
LNAV MDA	480/24 461 (500-½)		480/40 461 (500-¾)	480/50 461 (500-1)
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

ELEV 19 D



HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6000
CH 40018	141°	TDZE	17
W14A		Apt Elev	19

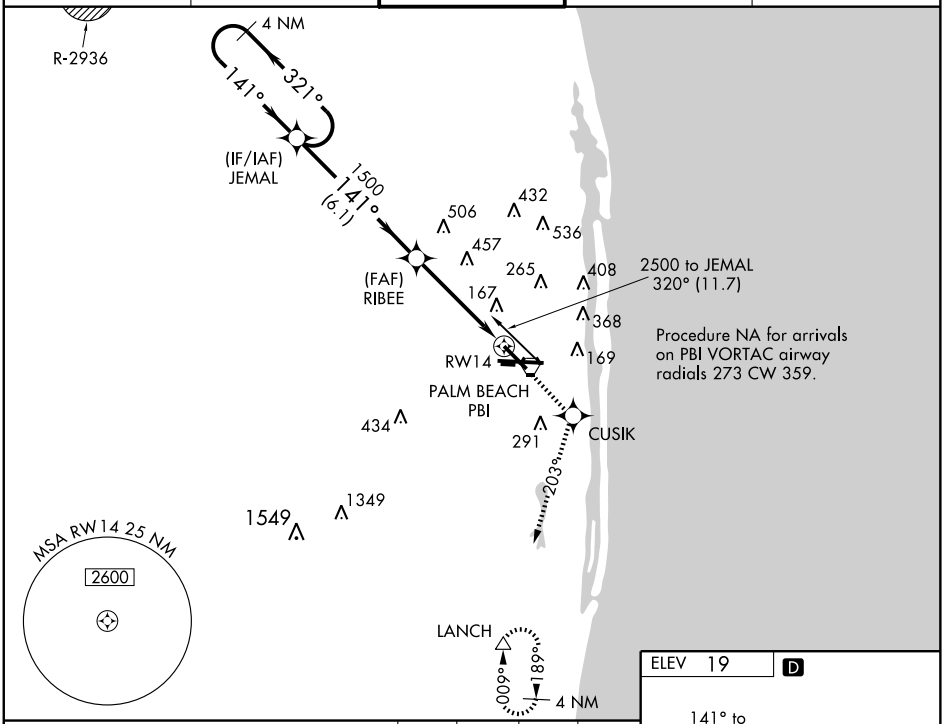
RNAV (GPS) Y RWY 14

WEST PALM BEACH/PALM BEACH INTL (PBI)

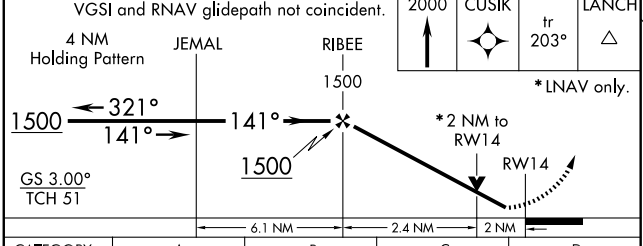
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct CUSIK and on track 203° to LANCH and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6



VGSI and RNAV glidepath not coincident.



2000	CUSIK	tr 203°	LANCH

*LNAV only.

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

CATEGORY	A	B	C	D
LPV DA	293-1	276 (300-1)		
LNAV/VNAV DA	475-1½	458 (500-1½)		
LNAV MDA	720-1	703 (800-1)	720-2 703 (800-2)	720-2¼ 703 (800-2¼)
CIRCLING	720-1	701 (800-1)	720-2 701 (800-2)	720-2¼ 701 (800-2¼)

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS		
CH 45518	279°	Rwy Idg	9189
W28A		TDZE	18
		Apt Elev	19

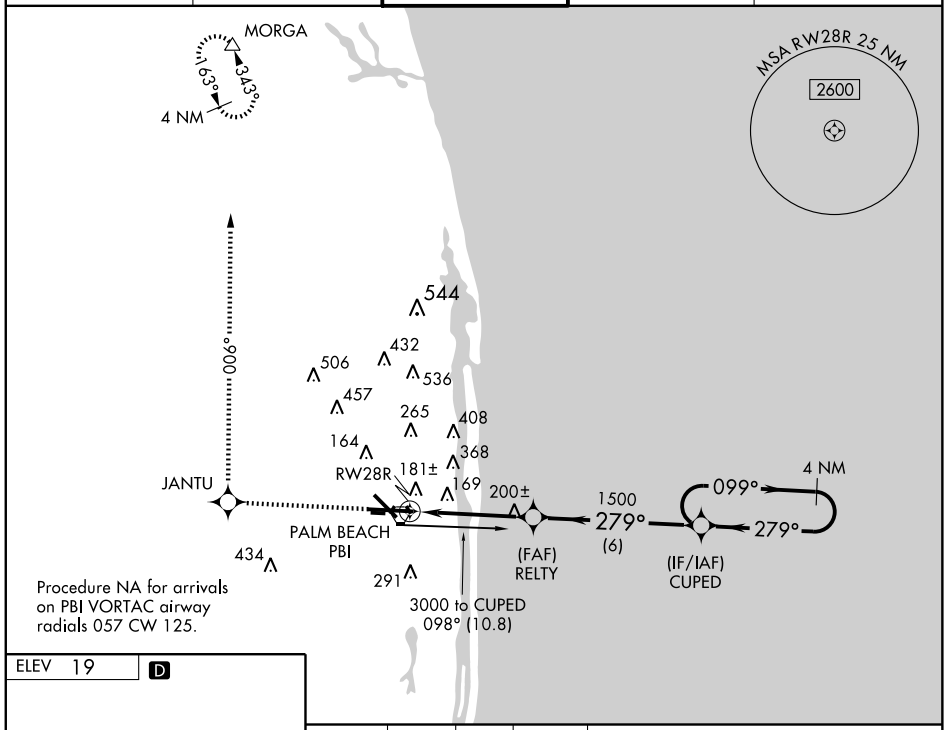
RNAV (GPS) Y RWY 28R

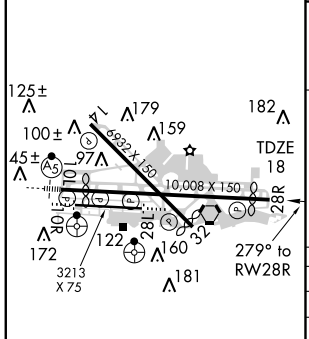
WEST PALM BEACH/PALM BEACH INTL (PBI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

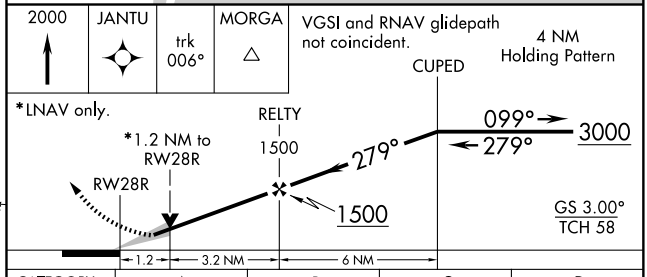
MISSED APPROACH: Climb to 2000 direct JANTU and via track 006° to MORGA and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L



CATEGORY	A	B	C	D
LPV DA	356/60 338 (400-1¼)			
LNAV/VNAV DA	484-1½ 466 (500-1½)			
LNAV MDA	460/50 442 (500-1)		460/60 442 (500-1¼)	460-1½ 442 (500-1½)
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

SE-3. 03 JUN 2010 to 01 JUL 2010

WAAS	APP CRS	Rwy Idg	6504
CH 62903	321°	TDZE	16
W32A		Apt Elev	19

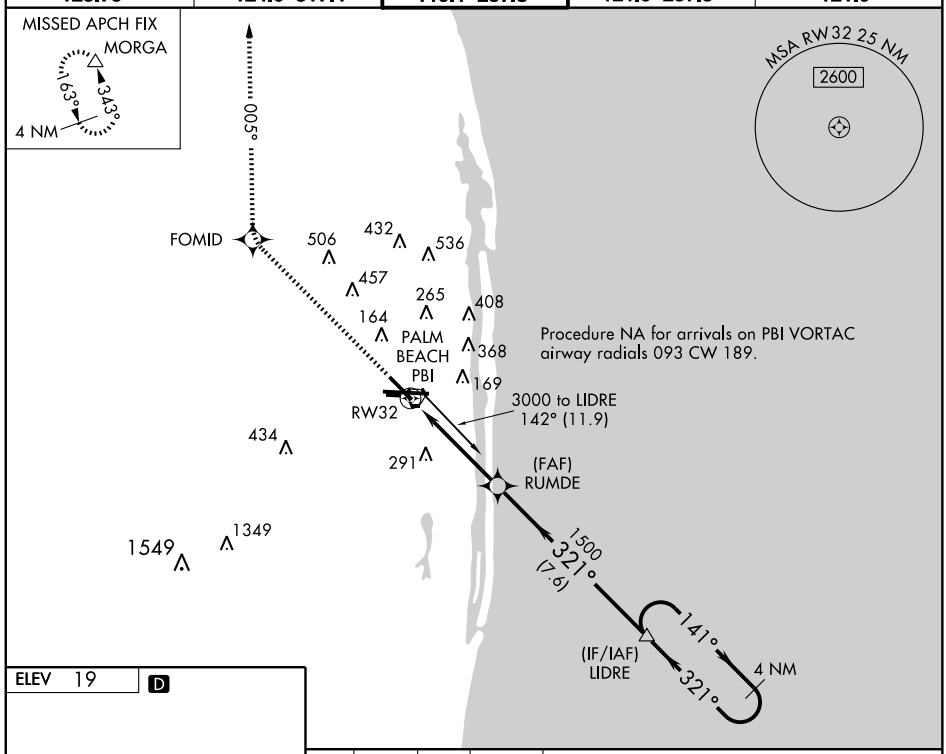
RNAV (GPS) Y RWY 32

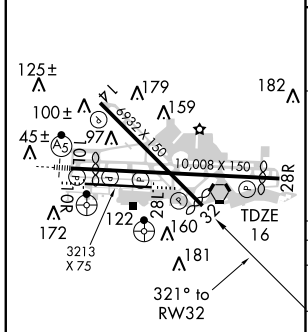
WEST PALM BEACH/PALM BEACH INTL (PBI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

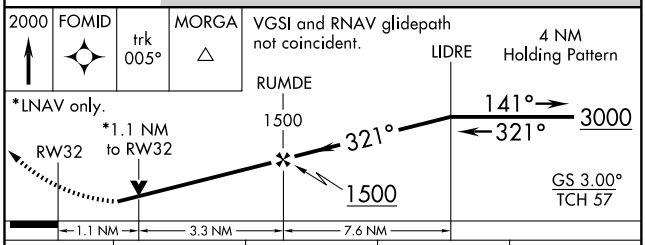
MISSED APPROACH: Climb to 2000 direct FOMID and via track 005° to MORGA and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L



CATEGORY	A	B	C	D
LPV DA	336-1	320 (400-1)		
LNAV/VNAV DA	431-1½	415 (500-1½)		
LNAV MDA	440-1	424 (500-1)	440-1¼	424 (500-1¼)
CIRCLING	500-1	481 (500-1)	640-1¾ 621 (700-1¾)	680-2 661 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	8800
099°	TDZE	19
	Apt Elev	19

RNAV (RNP) Z RWY 10L

WEST PALM BEACH/PALM BEACH INTL (PBI)

RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 48°C (120°F). For inoperative MALSR, increase RNP 0.11 all Cats visibility to RVR 5000 and RNP 0.30 all Cats visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 2000 on track 099° to JUTAS and right turn to ODKEY and on track 249° to UGLEE and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6

MSA RW 10L 25 NM
2600

5000
224° (5)
(IAF)
FRWAY
(RNP 0.50)
5000

ENDUW
5000

4000
224°
(6)

4000
259° (2)
JAYED

SHDEE
Max 180 KIAS

4000
263°
(4.7)
(IF)
SANZZ
4000

2000
(7.8)

506 432 536 457 408 164 265 368 169 59± 291 434 1549 1349

(IAF)
GULLO
5000

3600
099°
(8.1)

(IF)
WILBA

2000
099°
(6)

(FAF)
ZISUR

099°
(6)

RW10L

099°
(6.4)

JUTAS

(11.8)

249°
(9)

ODKEY

MISSED APCH FIX
UGLEE
096°
276°
4 NM

ELEV 19 D

125± 182 100± 179 159 45± 97 6932 X 150 10,008 X 150 TDZE 19 172 122 160 181 3213 X 75 099° to RW10L

HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

Procedure Turn NA	ZISUR	2000	tr 099°	JUTAS		ODKEY	tr 249°	UGLEE

2000

099°

RW10L

See planview for multiple IF locations.

GP 3.00°
TCH 48

VGSI and RNAV glidepath not coincident.

6 NM

CATEGORY	A	B	C	D
RNP 0.11 DA	304/24		285 (300-½)	
RNP 0.30 DA	397/40		378 (400-¾)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	6000
141°	TDZE	17
	Apt Elev	19

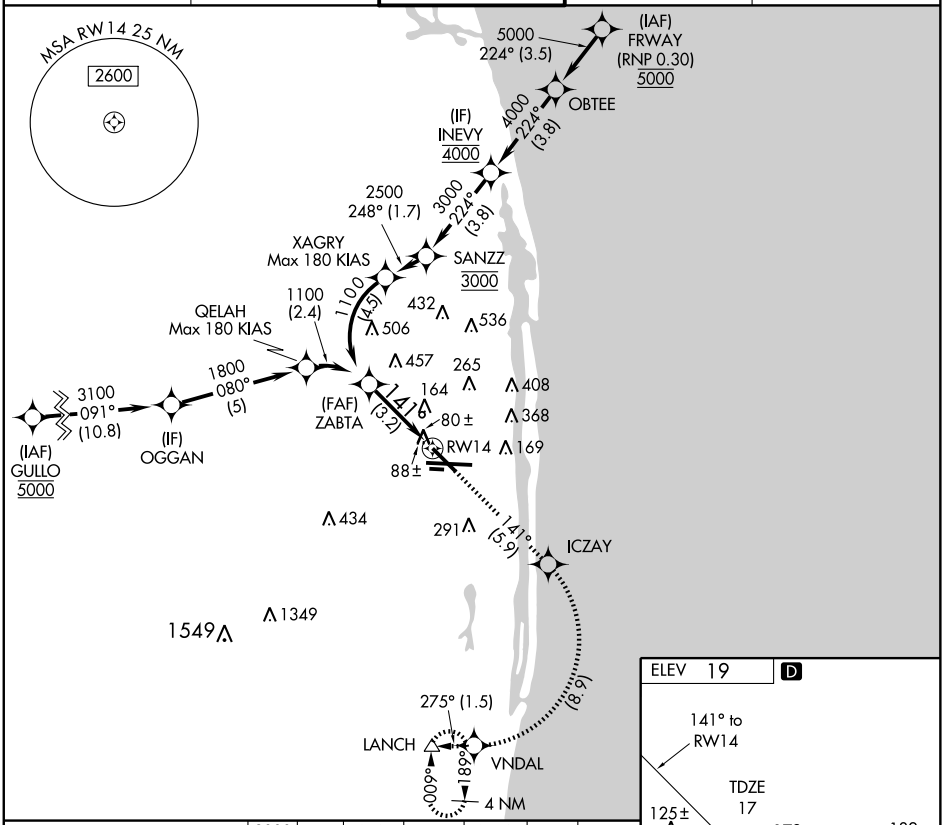
RNAV (RNP) Z RWY 14

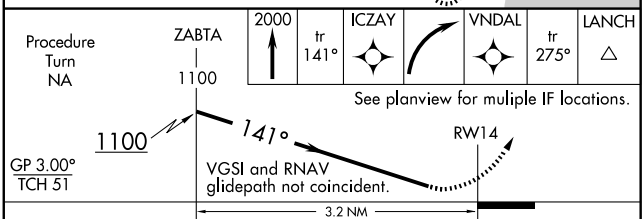
WEST PALM BEACH/PALM BEACH INTL (PBI)

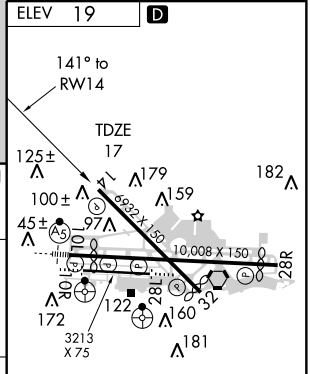
RF and GPS required. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 47°C (118°F). When VGSI inoperative, procedure NA at night.

MISSED APPROACH: (Do not exceed 200 KIAS until VNDAL) Climb to 2000 on track 141° to ICZAY and right turn to VNDAL and on track 275° to LANCH and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6







CATEGORY	A	B	C	D
RNP 0.11 DA		320-1	303 (400-1)	
RNP 0.30 DA		364-1¼	347 (400-1¼)	

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	9189
279°	TDZE	18
	Apt Elev	19

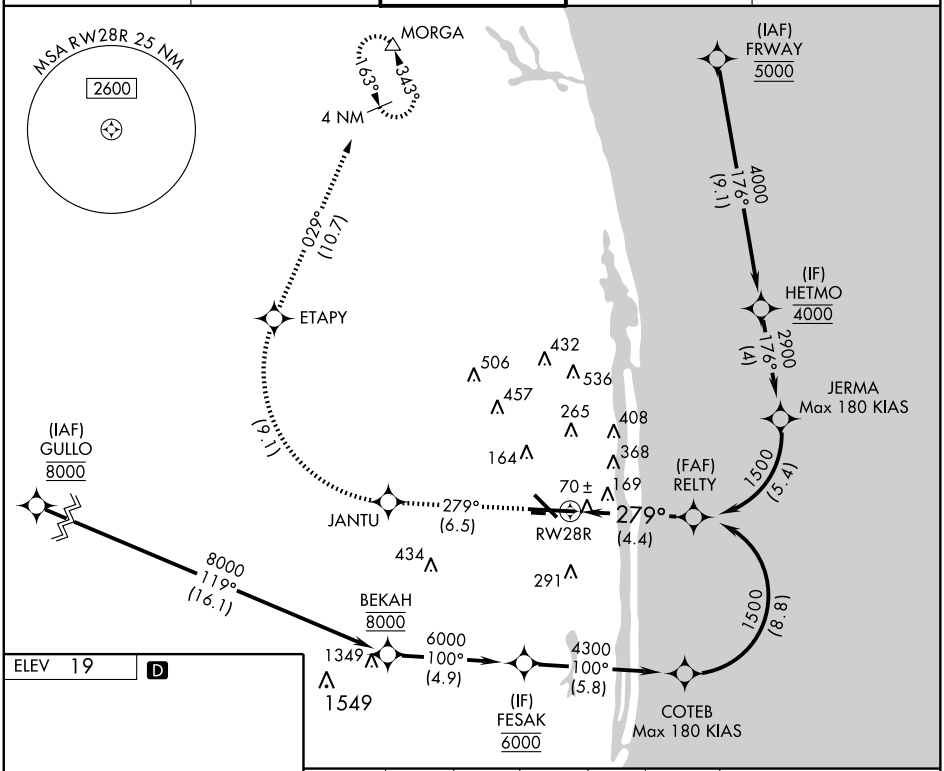
RNAV (RNP) Z RWY 28R

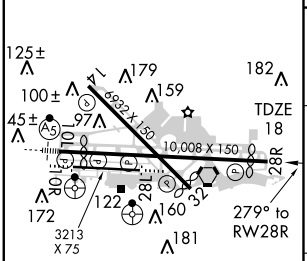
WEST PALM BEACH/PALM BEACH INTL (PBI)

RF and GPS Required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2000 on track 279° to JANTU and right turn to ETAPY and on track 029° to MORGA and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6



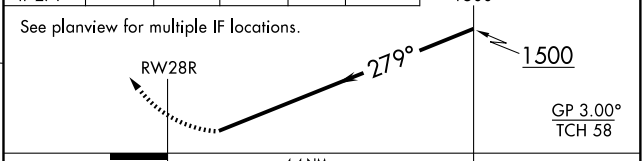


2000 tr 279°	JANTU		ETAPY	tr 029°	MORGA

Procedure Turn NA

RELTY 1500

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.30 DA	393/60 375 (400-1¼)			

HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SPECIAL AIRCRAFT AND AIRCREW AUTHORIZATION REQUIRED

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6504
321°	TDZE	16
	Apt Elev	19

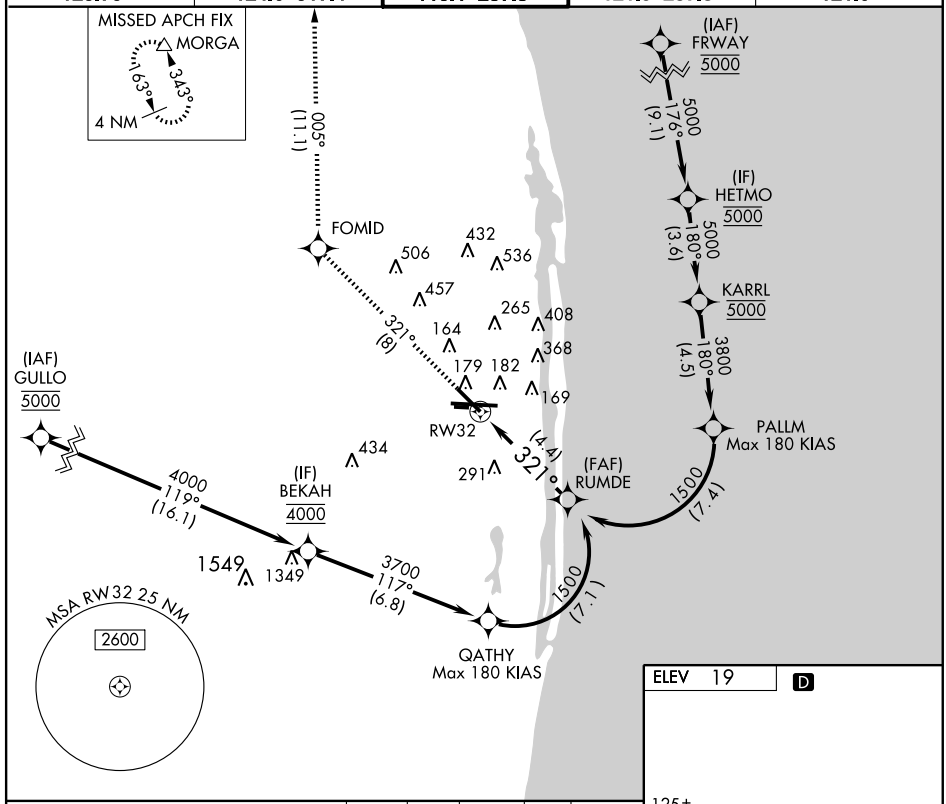
RNAV (RNP) Z RWY 32

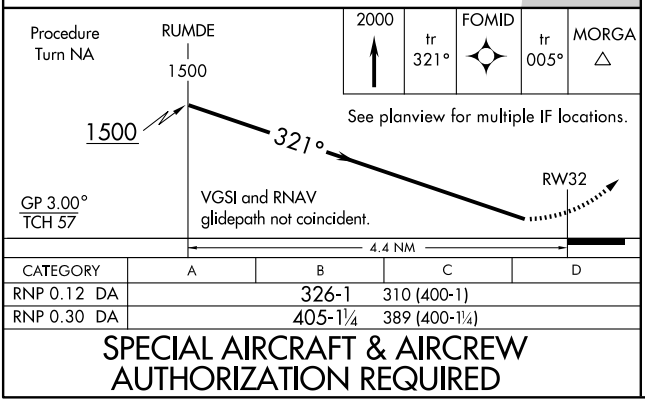
WEST PALM BEACH/PALM BEACH INTL (PBI)

RF and GPS Required. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, procedure NA below 3°C (38°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2000 on track 321° to FOMID and on track 005° to MORGA and hold.

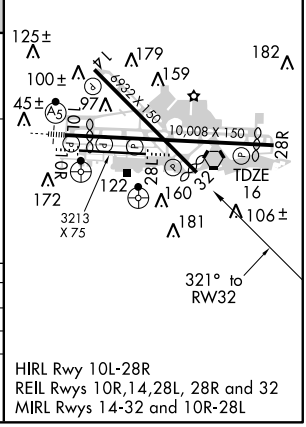
ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





CATEGORY	A	B	C	D
RNP 0.12 DA		326-1	310 (400-1)	
RNP 0.30 DA		405-1¼	389 (400-1¼)	

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED



HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 03 JUN 2010 to 01 JUL 2010

TBIRD ONE DEPARTURE (RNAV) (TBIRD1.TBIRD) 10098

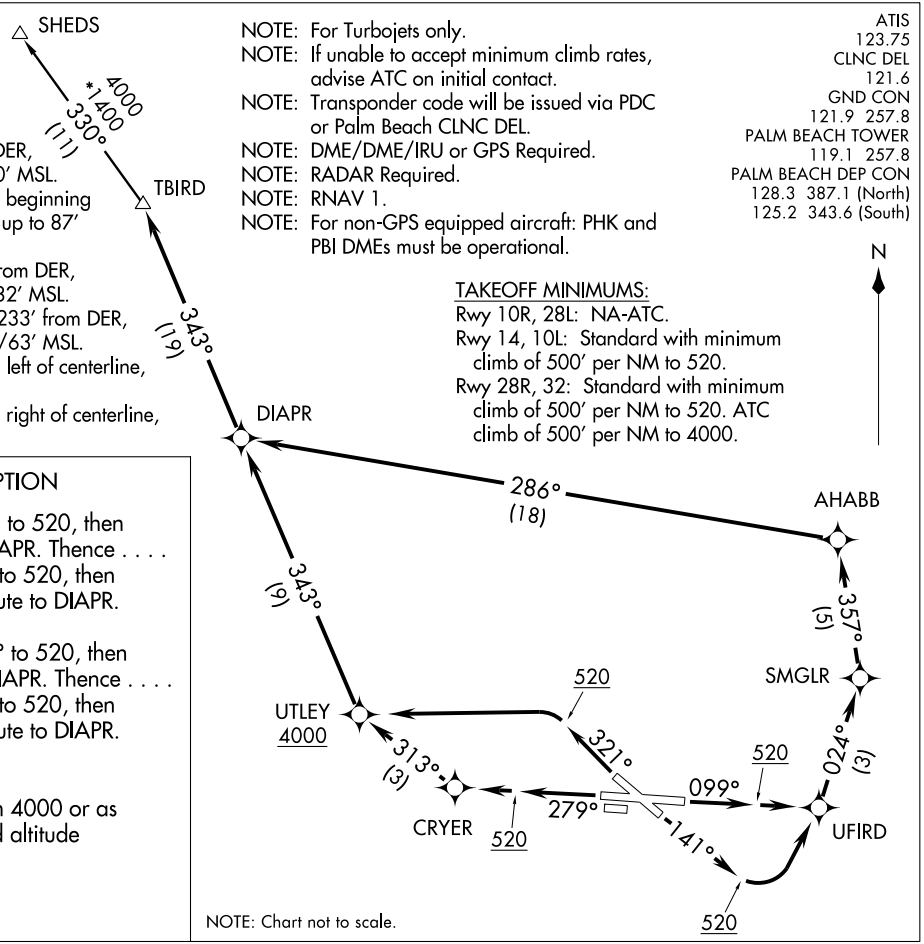
WEST PALM BEACH/PALM BEACH INTL (PBI)
WEST PALM BEACH, FLORIDA

ATIS 123.75
CLNC DEL 121.6
GND CON 121.9 257.8
PALM BEACH TOWER 119.1 257.8
PALM BEACH DEP CON 128.3 387.1 (North) 125.2 343.6 (South)

NOTE: For Turbojets only.
NOTE: If unable to accept minimum climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Palm Beach CLNC DEL.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RADAR Required.
NOTE: RNAV 1.
NOTE: For non-GPS equipped aircraft: PHK and PBI DMEs must be operational.

TAKEOFF OBSTACLE NOTES:
Rwy 10L: Light pole 1461′ from DER, 843′ right of centerline, 45′ AGL/64′ MSL.
Rwy 14: Transmission line tower, traffic signal, poles, and trees beginning 649′ from DER, 24′ left of centerline, up to 71′ AGL/90′ MSL. Vehicles on road, light poles, and trees beginning 168′ from DER, 76′ right of centerline, up to 87′ AGL/106′ MSL.
Rwy 28R: Light pole and trees beginning 1205′ from DER, 323′ left of centerline, up to 63′ AGL/82′ MSL. Sign, light pole, and trees beginning 1233′ from DER, 155′ right of centerline, up to 44′ AGL/63′ MSL.
Rwy 32: Trees beginning 1993′ from DER, 444′ left of centerline, up to 69′ AGL/88′ MSL. Trees beginning 1108′ from DER, 548′ right of centerline, up to 70′ AGL/89′ MSL.

TAKEOFF MINIMUMS:
Rwy 10R, 28L: NA-ATC.
Rwy 14, 10L: Standard with minimum climb of 500′ per NM to 520.
Rwy 28R, 32: Standard with minimum climb of 500′ per NM to 520. ATC climb of 500′ per NM to 4000.



DEPARTURE ROUTE DESCRIPTION

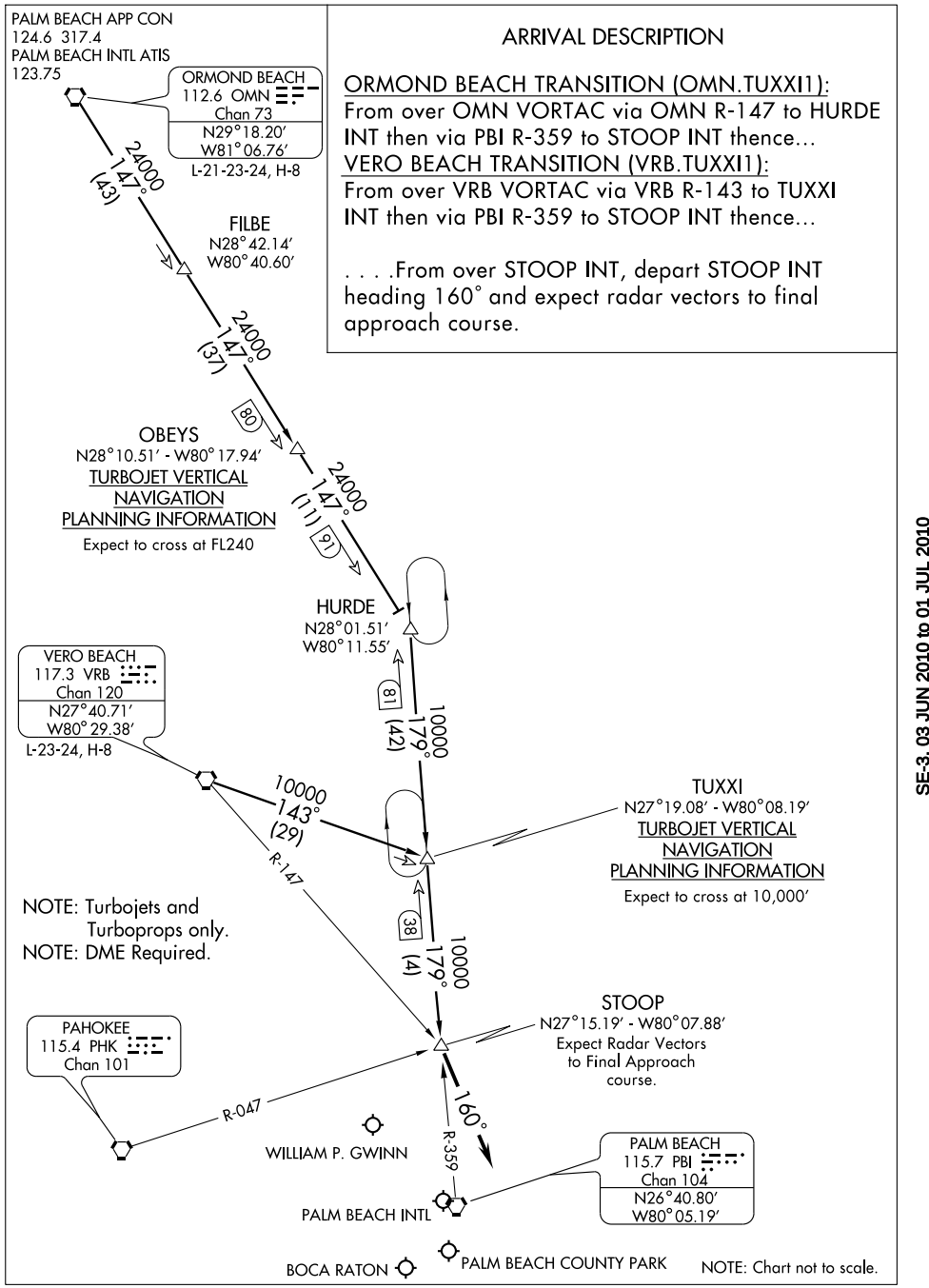
TAKEOFF RWY 10L: Climb heading 099° to 520, then direct UFIRD, then via depicted route to DIAPR. Thence . . . .
TAKEOFF RWY 14: Climb heading 141° to 520, then left turn direct UFIRD, then via depicted route to DIAPR. Thence . . . .
TAKEOFF RWY 28R: Climb heading 279° to 520, then direct CRYER, then via depicted route to DIAPR. Thence . . . .
TAKEOFF RWY 32: Climb heading 321° to 520, then left turn direct UTLEY, then via depicted route to DIAPR. Thence . . . .

. . . . via depicted route to TBIRD. Maintain 4000 or as assigned by ATC. Expect clearance to filed altitude within 10 minutes after departure.

SHEDS TRANSITION (TBIRD1.SHEDS):

NOTE: Chart not to scale.

TUXXI ONE ARRIVAL



ARRIVAL DESCRIPTION

ORMOND BEACH TRANSITION (OMN.TUXXI1):
From over OMN VORTAC via OMN R-147 to HURDE INT then via PBI R-359 to STOOP INT thence...

VERO BEACH TRANSITION (VRB.TUXXI1):
From over VRB VORTAC via VRB R-143 to TUXXI INT then via PBI R-359 to STOOP INT thence...

. . . .From over STOOP INT, depart STOOP INT heading 160° and expect radar vectors to final approach course.

VORTAC PBI	APP CRS	Rwy Idg	8800
115.7	101°	TDZE	19
Chan 104		Apt Elev	19

VOR RWY 10L

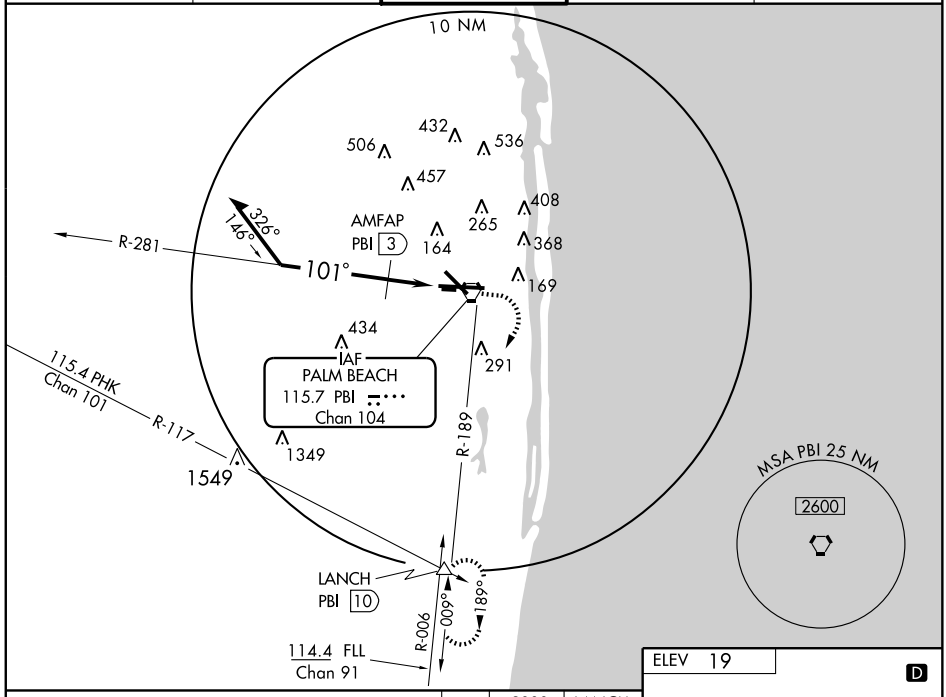
WEST PALM BEACH/PALM BEACH INTL (PBI)

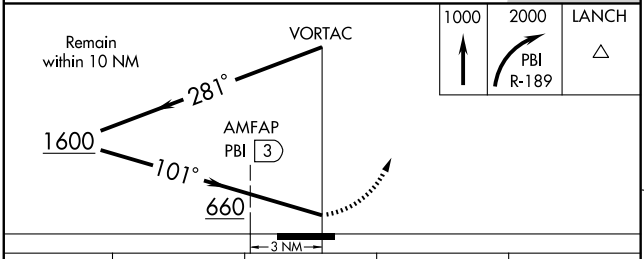
For inoperative MALSR, increase AMFAP DME fix minimums S-9 Cat. D visibility to RVR 6000.

MALSR

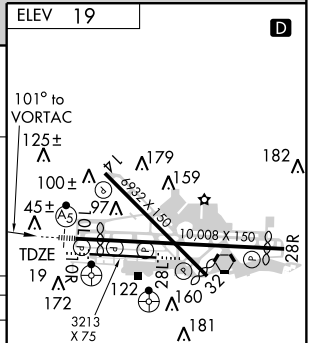
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBI R-189 to LANCH INT/10 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





CATEGORY	A	B	C	D
S-10L	660/24	641 (700-½)	660/60 641 (700-1¼)	660-1½ 641 (700-1½)
CIRCLING	660-1	641 (700-1)	660-1¾ 641 (700-1¾)	680-2 661 (700-2)
AMFAP DME FIX MINIMUMS				
S-10L	440/24	421 (500-½)	440/40 421 (500-¾)	440/50 421 (500-1)
CIRCLING	500-1	481 (500-1)	640-1¾ 621 (700-1¾)	680-2 661 (700-2)



HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 03 JUN 2010 to 01 JUL 2010

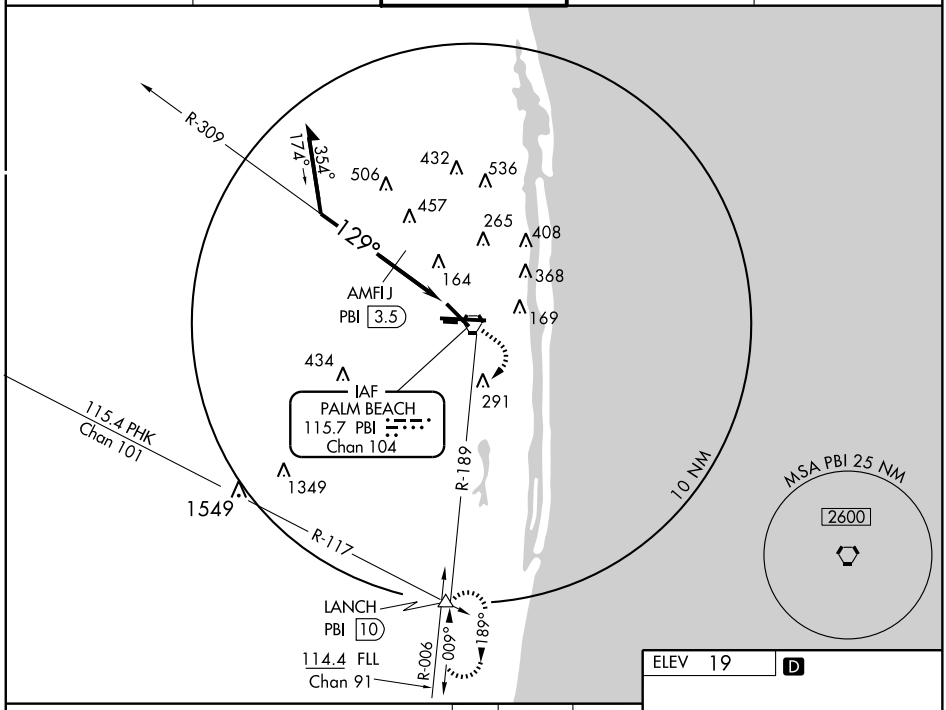
VORTAC PBI 115.7 Chan 104	APP CRS 129°	Rwy Idg 6000 TDZE 17 Apt Elev 19

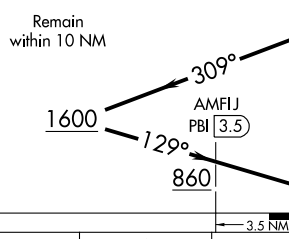
VOR RWY 14

WEST PALM BEACH/ PALM BEACH INTL (PBI)

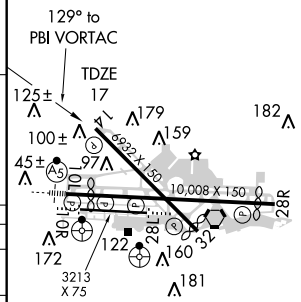
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBI R-189 to LANCH INT/10 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





1000	2000	LANCH
↑	PBI R-189	△



CATEGORY	A	B	C	D
S-14	860-1 843 (900-1)	860-1¼ 843 (900-1¼)	860-2½ 843 (900-2½)	860-2¾ 843 (900-2¾)
CIRCLING	860-1 841 (900-1)	860-1¼ 841 (900-1¼)	860-2½ 841 (900-2½)	860-2¾ 841 (900-2¾)
AMFIJ DME FIX MINIMUMS				
S-14	440-1 423 (500-1)		440-1¼ 423 (500-1¼)	
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (500-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 03 JUN 2010 to 01 JUL 2010

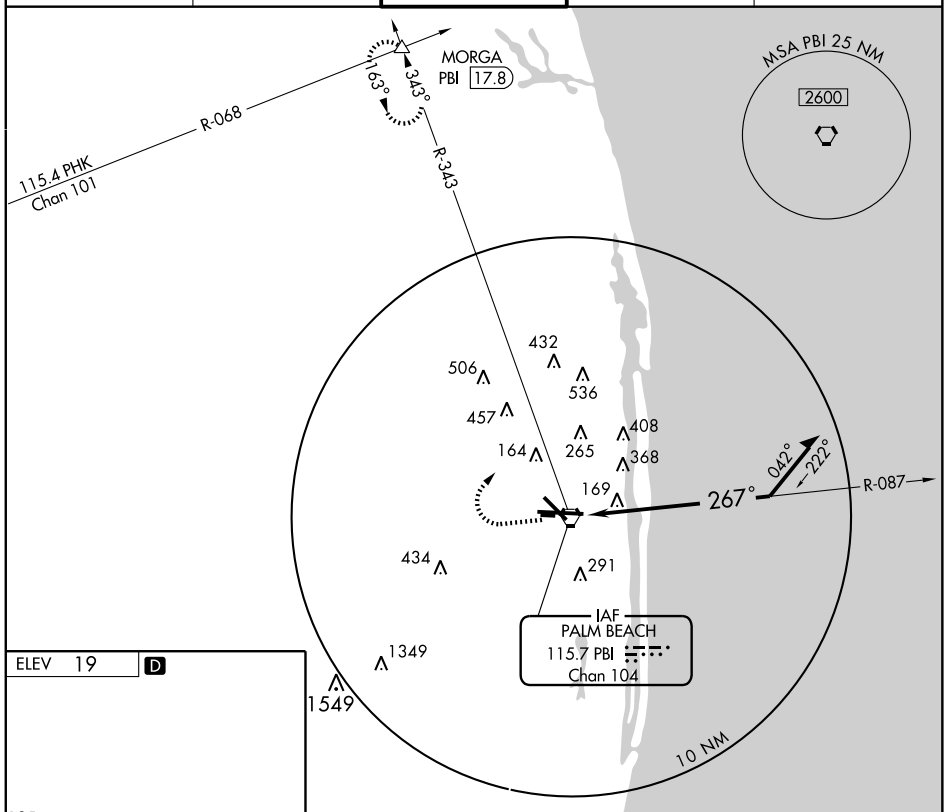
VORTAC PBI	APP CRS	Rwy Idg	9189
115.7	267°	TDZE	18
Chan 104		Apt Elev	19

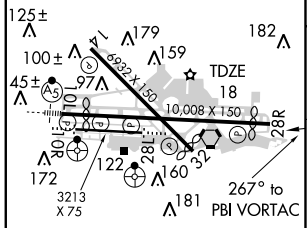
VOR RWY 28R

WEST PALM BEACH/ PALM BEACH INTL (PBI)

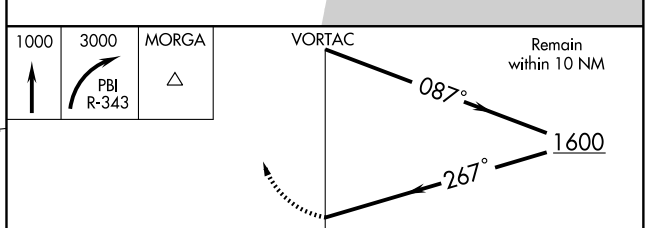
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via PBI R-343 to MORGA INT/PBI 17.8 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6





HIRL Rwy 10L-28R
REIL Rwys 10R,14,28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L



CATEGORY	A	B	C	D
S-28R	620-1 602 (700-1)		620-1¾ 602 (700-1¾)	620-2 602 (700-2)
CIRCLING	620-1 601 (700-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

SE-3, 03 JUN 2010 to 01 JUL 2010

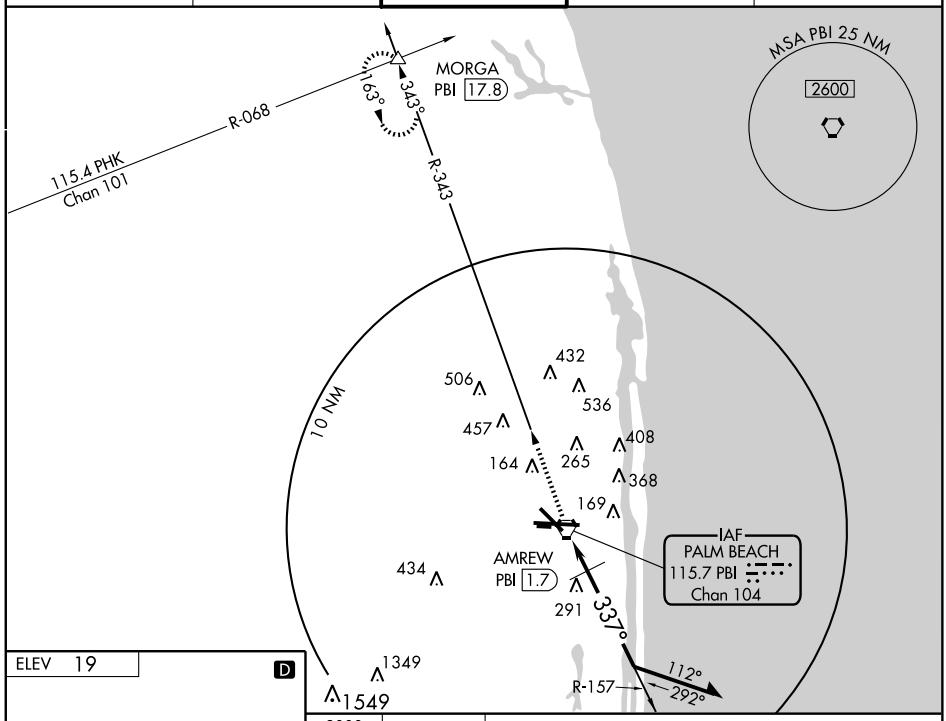
VORTAC PBI 115.7 Chan 104	APP CRS 337°	Rwy Idg 6504 TDZE 16 Apt Elev 19

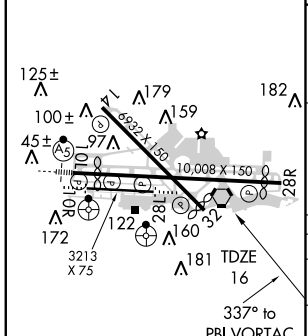
VOR RWY 32

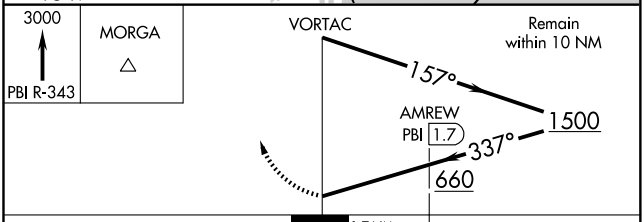
WEST PALM BEACH/ PALM BEACH INTL (PBI)

MISSED APPROACH: Climb to 3000 via PBI R-343 to MORGA INT/17.8 DME and hold.

ATIS	PALM BEACH APP CON	PALM BEACH TOWER	GND CON	CLNC DEL
123.75	124.6 317.4	119.1 257.8	121.9 257.8	121.6



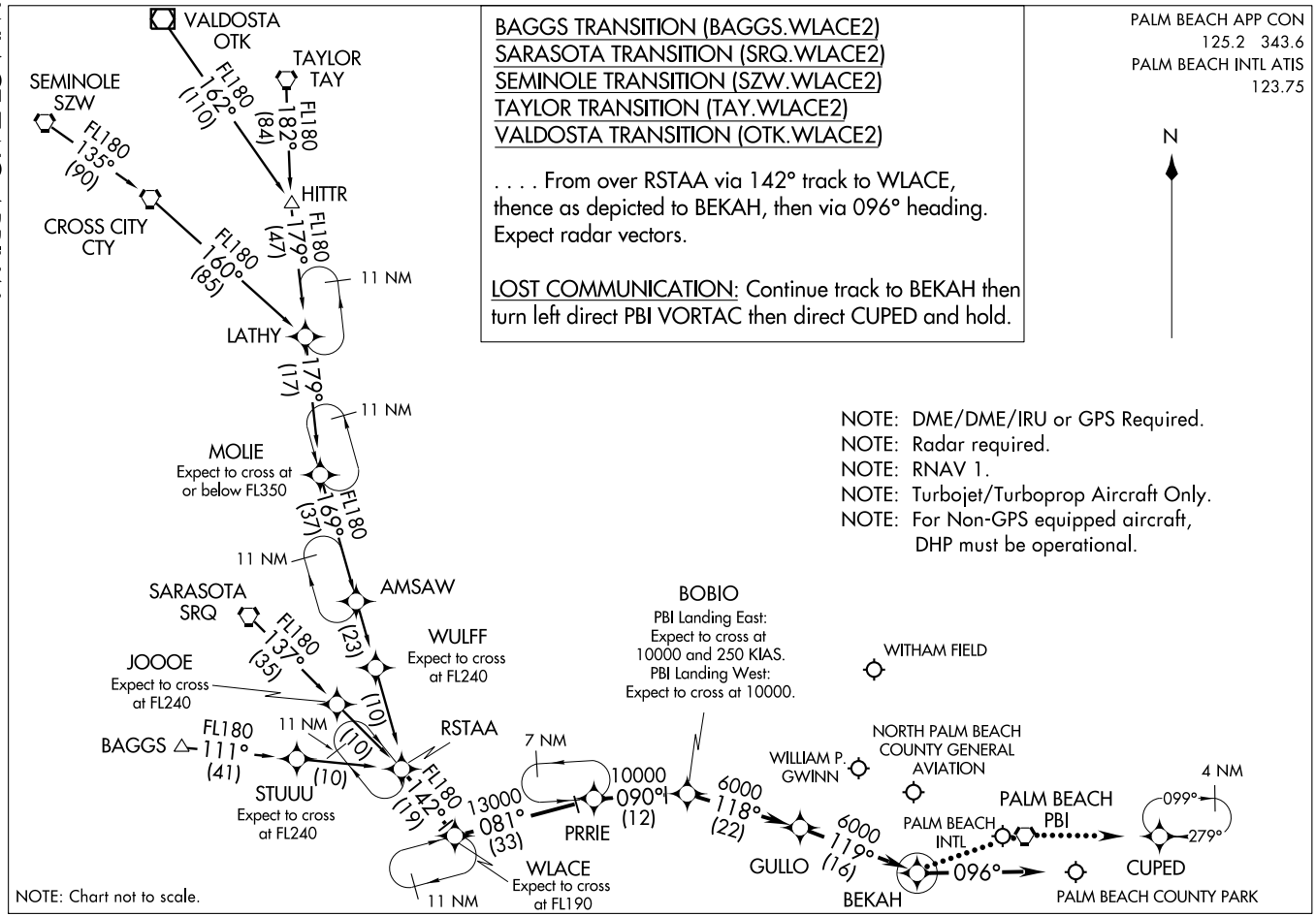




CATEGORY	A	B	C	D
S-32	660-1 644 (700-1)		660-1¾ 644 (700-1¾)	660-2 644 (700-2)
CIRCLING	660-1 641 (700-1)		660-1¾ 641 (700-1¾)	680-2 661 (700-2)
AMREW DME FIX MINIMUMS				
S-32	440-1 424 (500-1)		440-1¼ 424 (500-1¼)	
CIRCLING	500-1 481 (500-1)		640-1¾ 621 (700-1¾)	680-2 661 (700-2)

HIRL Rwy 10L-28R
REIL Rwys 10R, 14, 28L, 28R and 32
MIRL Rwys 14-32 and 10R-28L

SE-3, 03 JUN 2010 to 01 JUL 2010



(WLACE.WLACE2) 10098

WLACE TWO ARRIVAL (RNAV)

ST-449 (FAA)

WEST PALM BEACH, FLORIDA

WILLISTON, FLORIDA AL-6898 (FAA)

APP CRS	Rwy Idg	6668
049°	TDZE	74
	Apt Elev	76

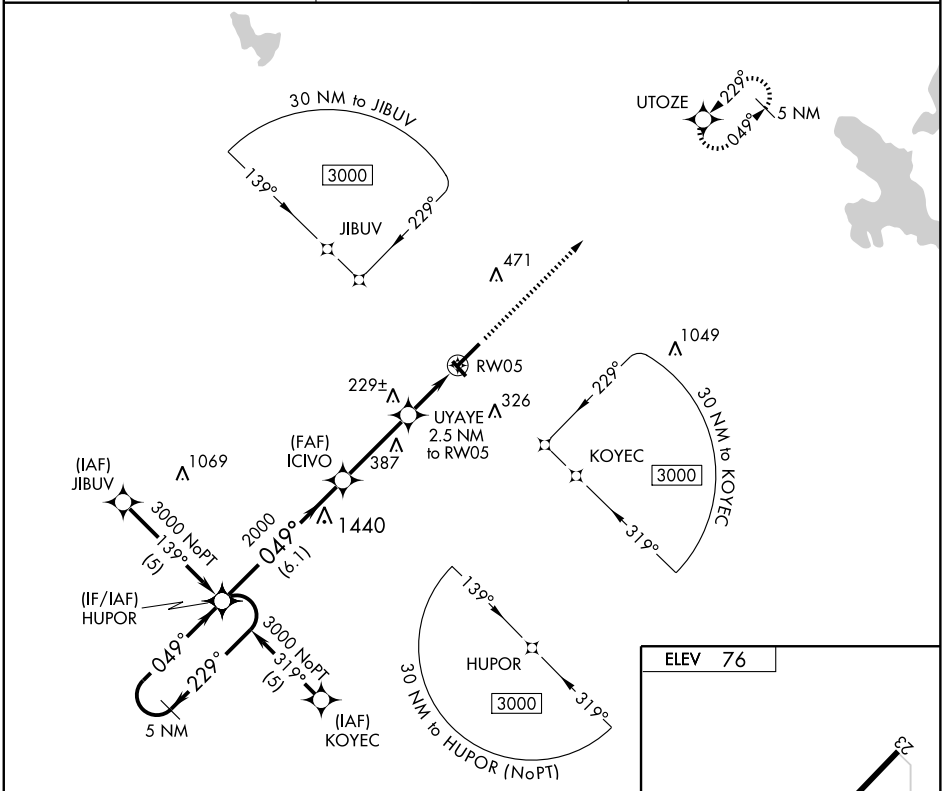
RNAV (GPS) RWY 5

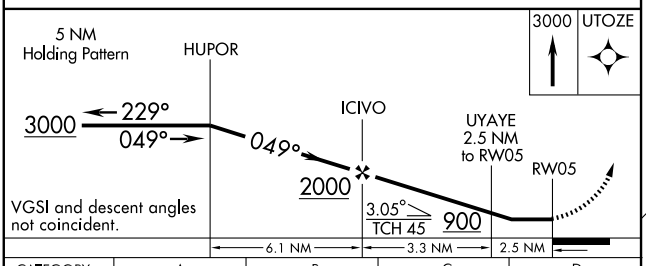
WILLISTON MUNI (X60)

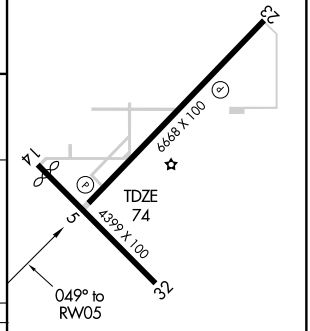
NA If local altimeter setting not received, use Ocala altimeter setting and increase all MDAs 60 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct UTOZE and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.425	118.6 251.15	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1 406 (500-1)		480-1¼ 406 (500-1¼)	NA
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	NA

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6668
229°	TDZE	71
	Apt Elev	76

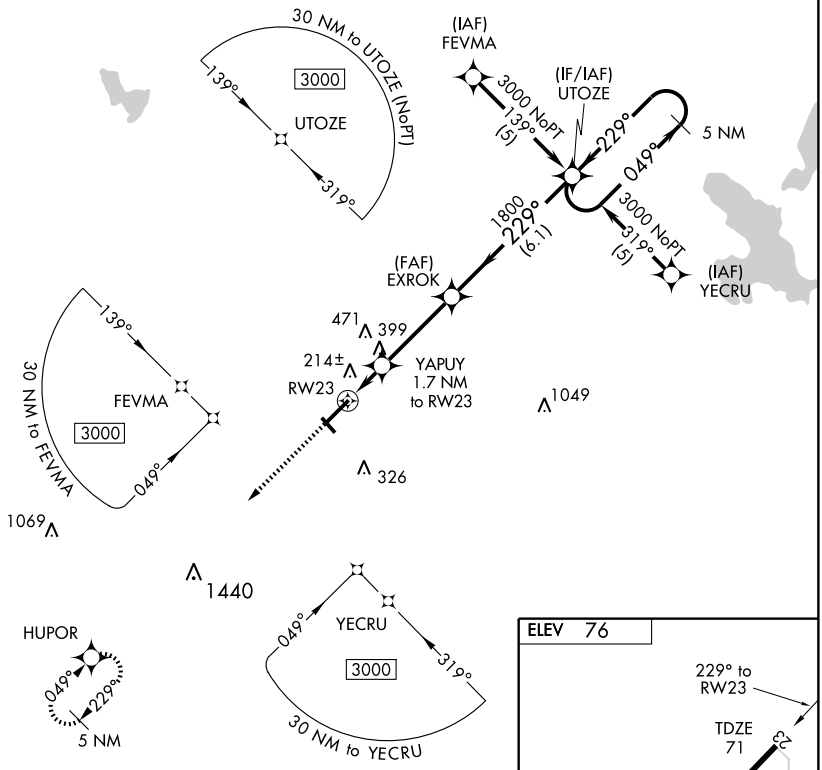
RNAV (GPS) RWY 23
WILLISTON MUNI (X60)

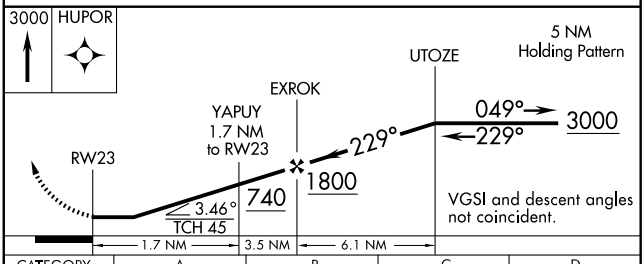
If local altimeter setting not received, use Ocala altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

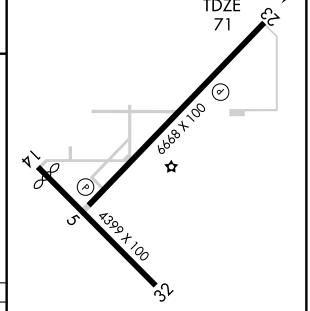
MISSED APPROACH: Climb to 3000 direct HUPOR and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.425	118.6 251.15	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-1	409 (500-1)	480-1¼ 409 (500-1¼)	NA
CIRCLING	520-1 444 (500-1)	540-1 464 (500-1)	540-1½ 464 (500-1½)	NA



REIL Rwy 5 and 23
MIRL Rwy 5-23 L

SE-3, 03 JUN 2010 to 01 JUL 2010

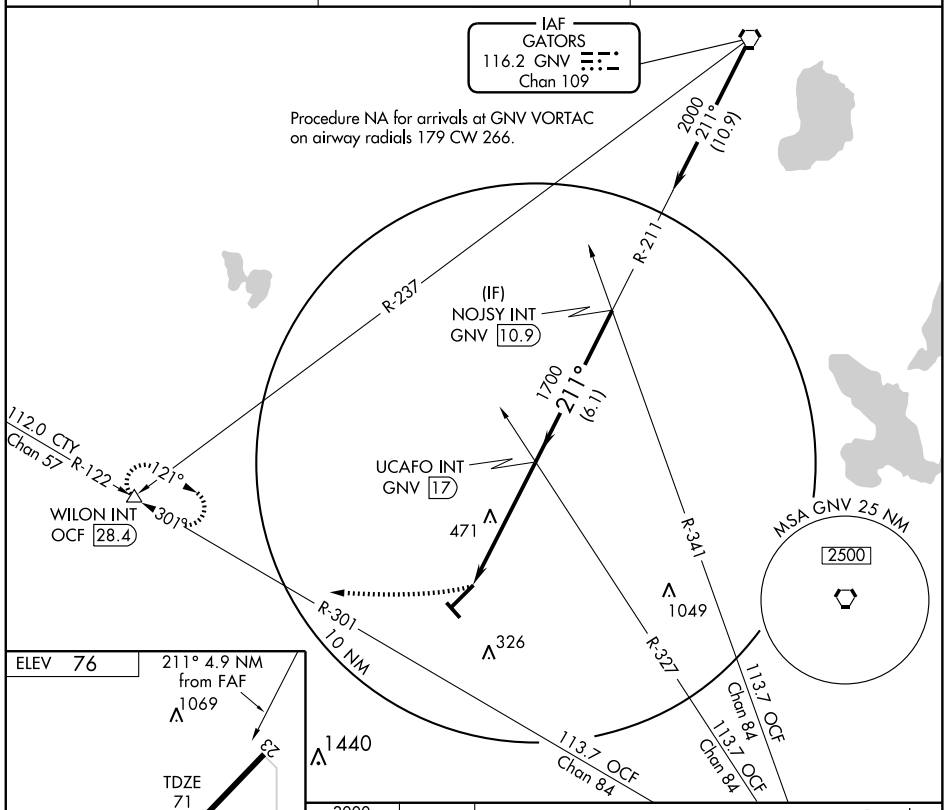
VORTAC GNV 116.2 Chan 109	APP CRS 211°	Rwy Idg 6668 TDZE 71 Apt Elev 76

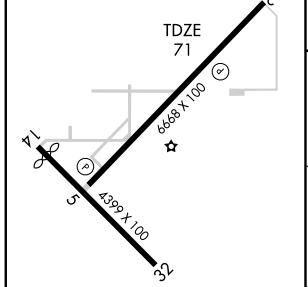
VOR RWY 23
WILLISTON MUNI (X60)

If local altimeter setting not received, use Ocala altimeter setting and increase all MDAs 60 feet.

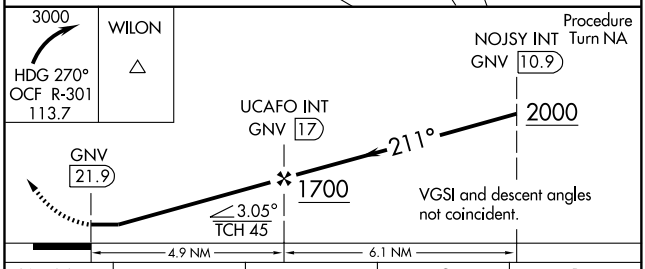
MISSED APPROACH: Climbing right turn to 3000 via heading 270° and OCF VORTAC R-301 to WILON Int/OCF 28.4 DME and hold.

AWOS-3	JACKSONVILLE APP CON	UNICOM
118.425	118.6 251.15	122.8 (CTAF) L





FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



CATEGORY	A	B	C	D
S-23	780-1 709 (800-1)	780-1 1/4 709 (800-1 1/4)	780-2 709 (800-2)	NA
CIRCLING	780-1 704 (800-1)	780-1 1/4 704 (800-1 1/4)	780-2 704 (800-2)	NA

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5005
049°	TDZE	145
	Apt Elev	145

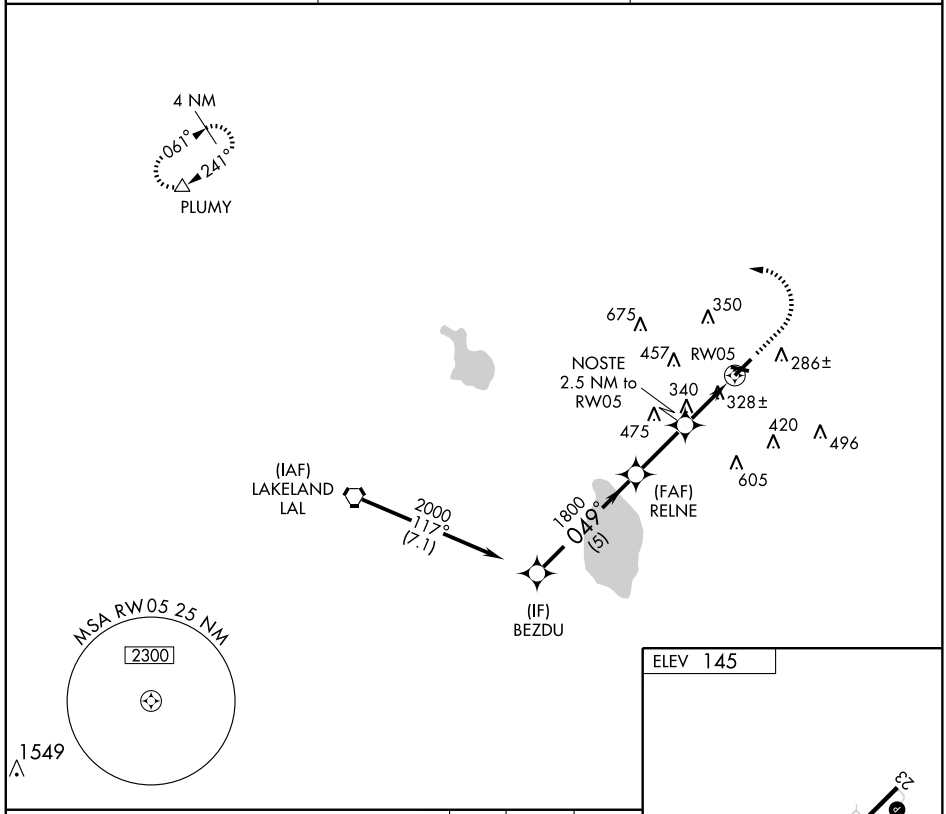
RNAV (GPS) RWY 5
WINTER HAVEN'S GILBERT (GIF)

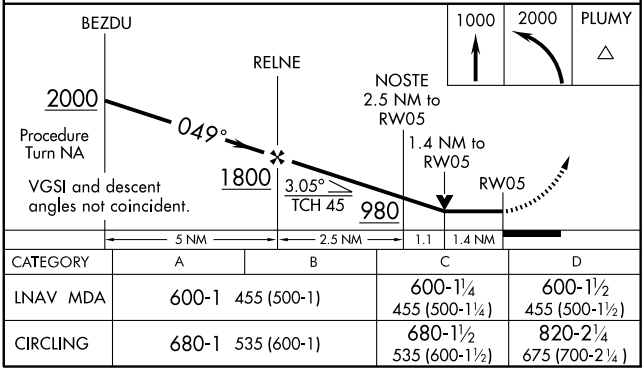
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

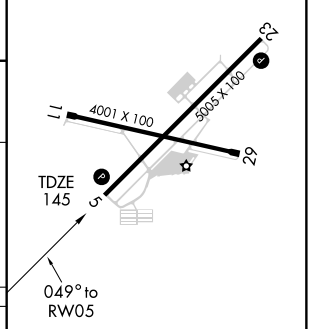
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct PLUMY WP and hold.

ASOS	TAMPA APP CON	UNICOM
133.675	120.65 290.3	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600-1 455 (500-1)		600-1¼ 455 (500-1¼)	600-1½ 455 (500-1½)
CIRCLING	680-1 535 (600-1)		680-1½ 535 (600-1½)	820-2¼ 675 (700-2¼)

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

SE-3, 03 JUN 2010 to 01 JUL 2010

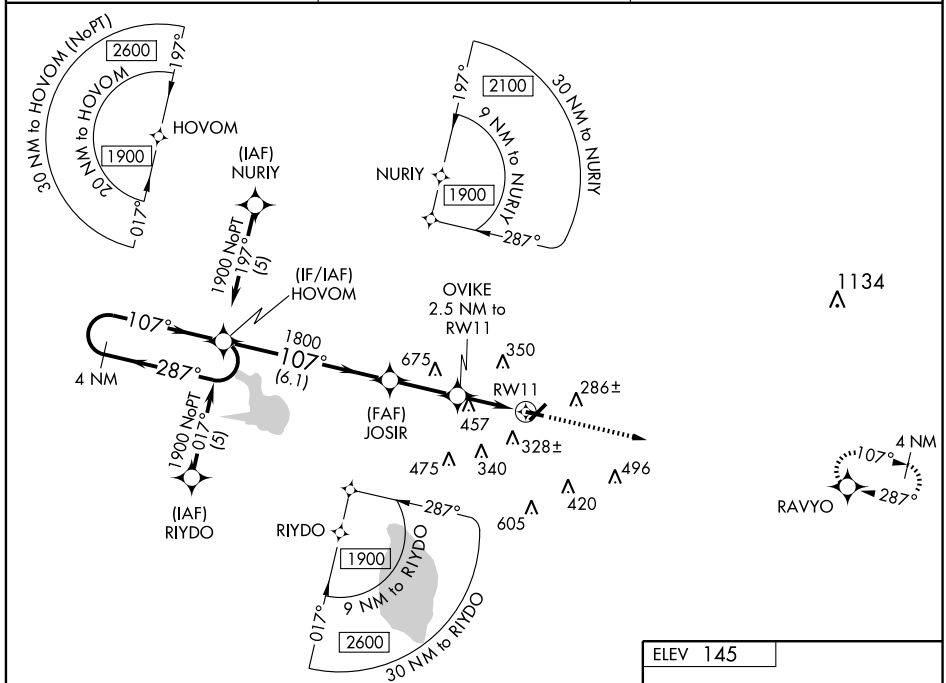
WAAS	APP CRS	Rwy Idg	4001
CH 86502	107°	TDZE	145
W11A		Apt Elev	145

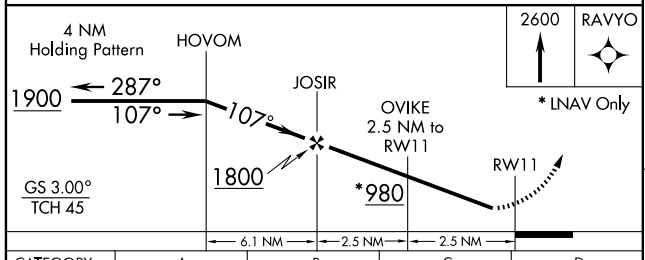
RNAV (GPS) RWY 11
WINTER HAVEN'S GILBERT (GIF)

Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Bartow Muni altimeter setting and increase all DAs/MDAs 20 feet. Baro-VNAV NA when using Bartow Muni altimeter setting.

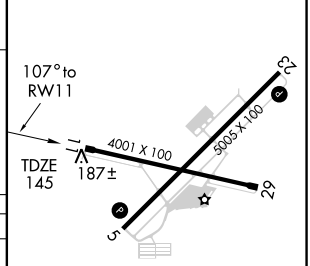
MISSED APPROACH: Climb to 2600 direct RAVYO and hold.

ASOS	TAMPA APP CON	UNICOM
133.675	120.65 290.3	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	395-1 250 (300-1)			
LNAV/VNAV DA	647-1¾ 502 (600-1¾)			
LNAV MDA	760-1 615 (700-1)		760-1¾ 615 (700-1¾)	760-2 615 (700-2)
CIRCLING	760-1¾ 615 (700-1¾)			820-2¼ 675 (700-2¼)



REIL Rwys 5 and 23
MIRL Rwy 5-23 L

SE-3, 03 JUN 2010 to 01 JUL 2010

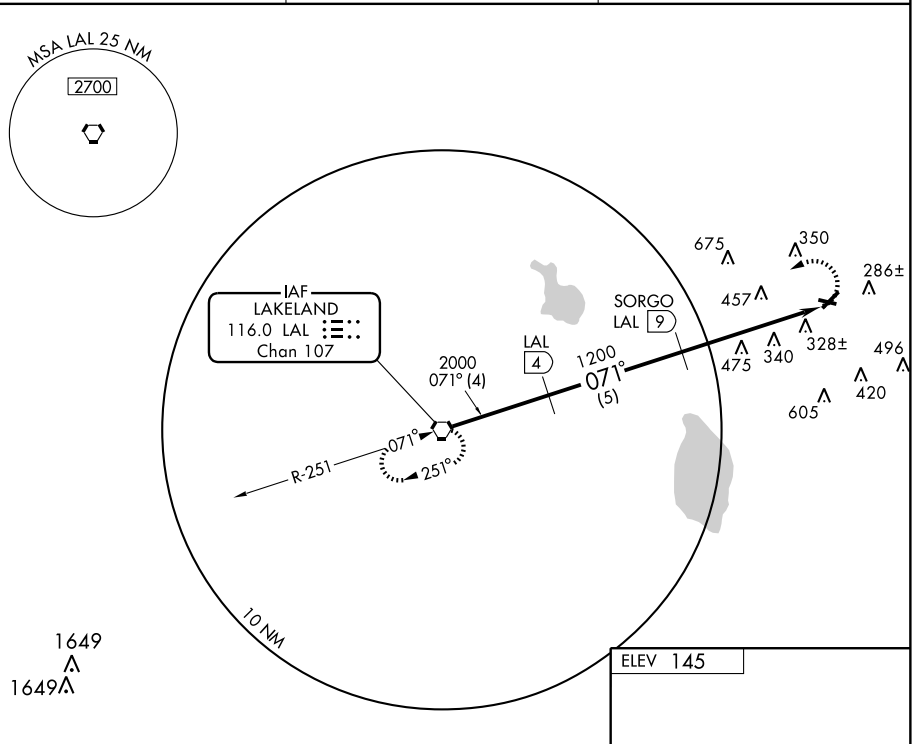
VORTAC LAL 116.0 Chan 107	APP CRS 071°	Rwy Idg N/A TDZE N/A Apt Elev 145

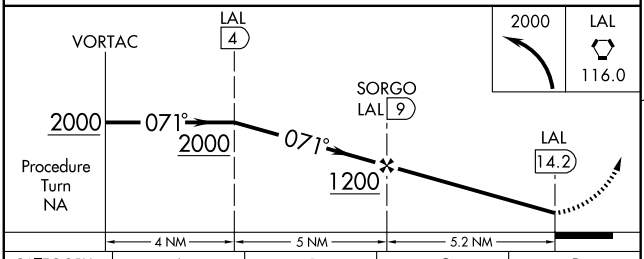
VOR/DME-A

WINTER HAVEN'S GILBERT (GIF)

MISSED APPROACH: Climbing left turn to 2000 direct LAL VORTAC and hold.

ASOS	TAMPA APP CON	UNICOM
133.675	120.65 290.3	123.05 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	780-1 635 (700-1)		780-1¾ 635 (700-1¾)	820-2¼ 675 (700-2¼)

REIL Rwys 5 and 23
MIRL Rwy 5-23 L

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4999
046°	TDZE	88
	Apt Elev	90

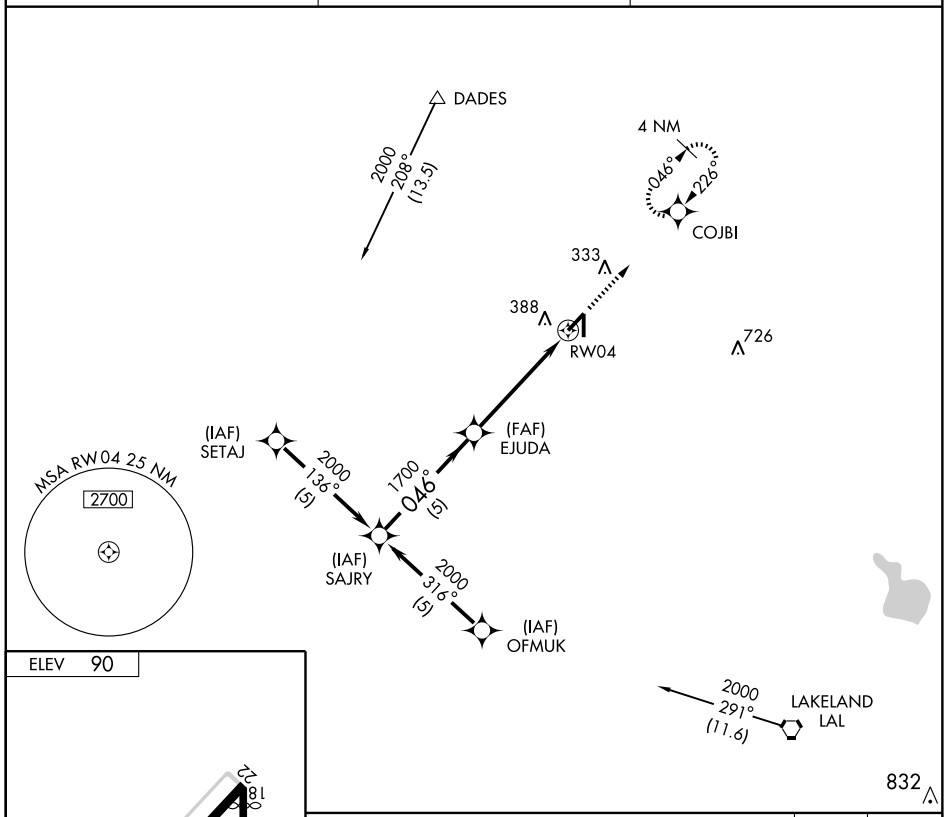
GPS RWY 4
ZEPHYRHILLS MUNI (ZPH)

NA

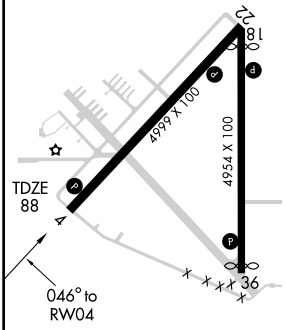
Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct COJBI WP and hold.

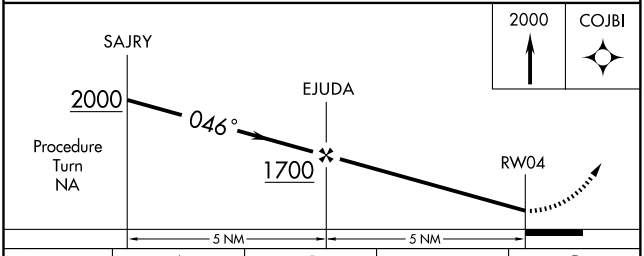
ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



ELEV 90



MIRL Rwy 4-22 L
HIRL Rwy 18-36 L
REIL Rwy 18-36 L



CATEGORY	A	B	C	D
S-4	680-1 592 (600-1)		NA	
CIRCLING	820-1 730 (800-1)		NA	

SE-3, 03 JUN 2010 to 01 JUL 2010

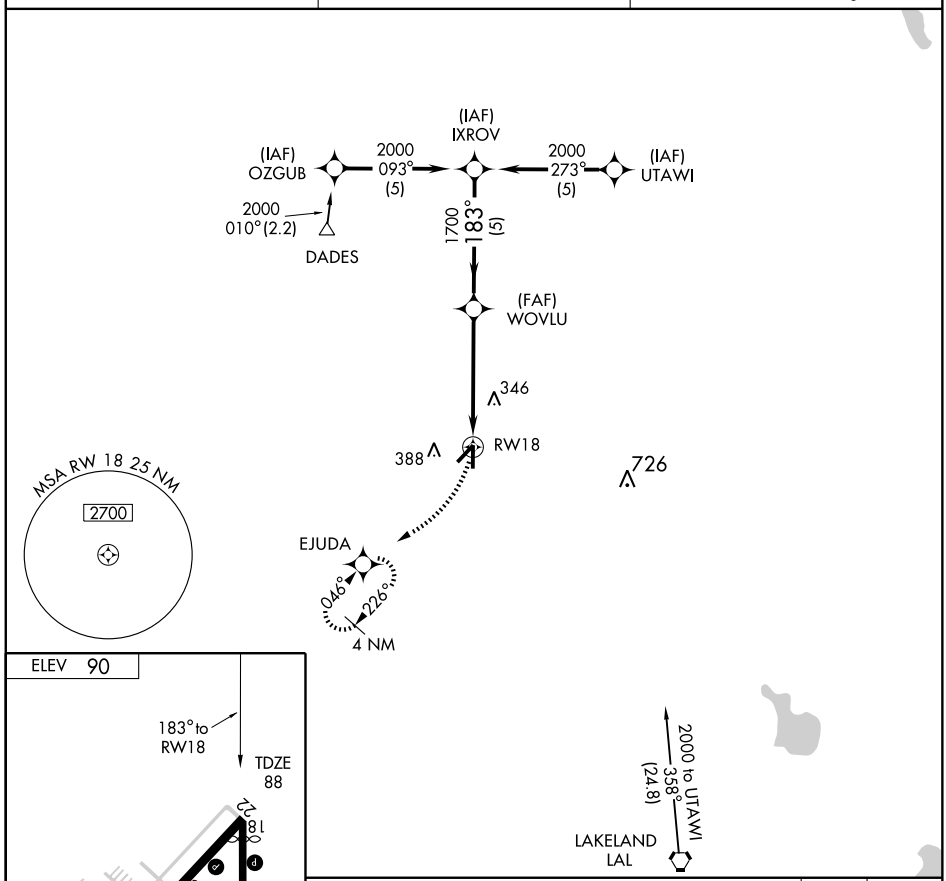
APP CRS	Rwy Idg	4694
183°	TDZE	88
	Apt Elev	90

GPS RWY 18
ZEPHYRHILLS MUNI (ZPH)

Straight-in minimums NA at night.
Use Tampa Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct EJUDA WP and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



MIRL Rwy 4-22 L
HIRL Rwy 18-36 L
REIL Rwy 18-36 L

CATEGORY	A	B	C	D
S-18	700-1	612 (700-1)	NA	
CIRCLING	820-1	730 (800-1)	NA	

SE-3, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4999
226°	TDZE	89
	Apt Elev	90

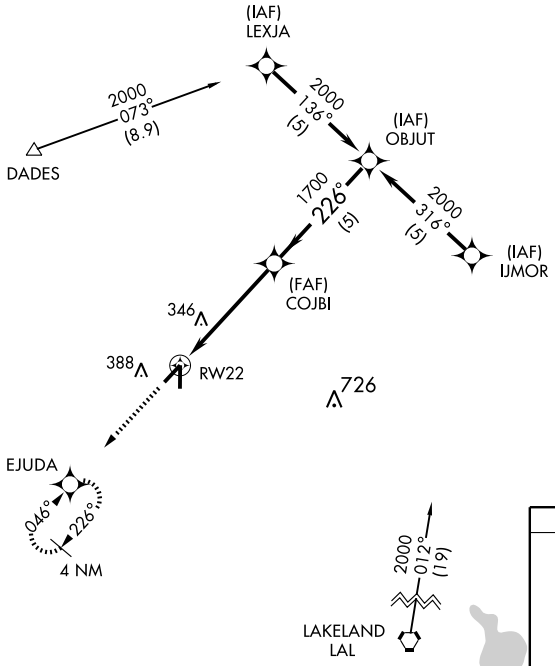
GPS RWY 22
ZEPHYRHILLS MUNI (ZPH)

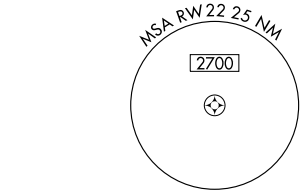
NA

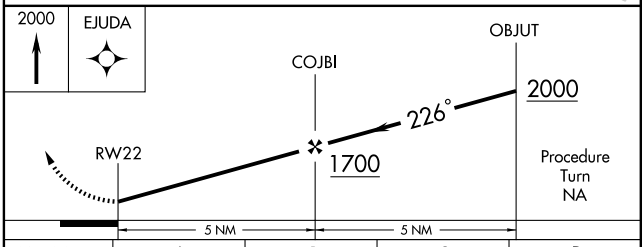
Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct EJUDA WP and hold.

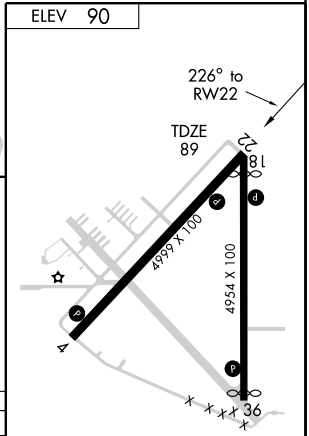
ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L







CATEGORY	A	B	C	D
S-22	720-1	631 (700-1)	NA	
CIRCLING	820-1	730 (800-1)	NA	



MIRL Rwy 4-22 L
HIRL Rwy 18-36 L
REIL Rwy 18-36 L

SE-3, 03 JUN 2010 to 01 JUL 2010

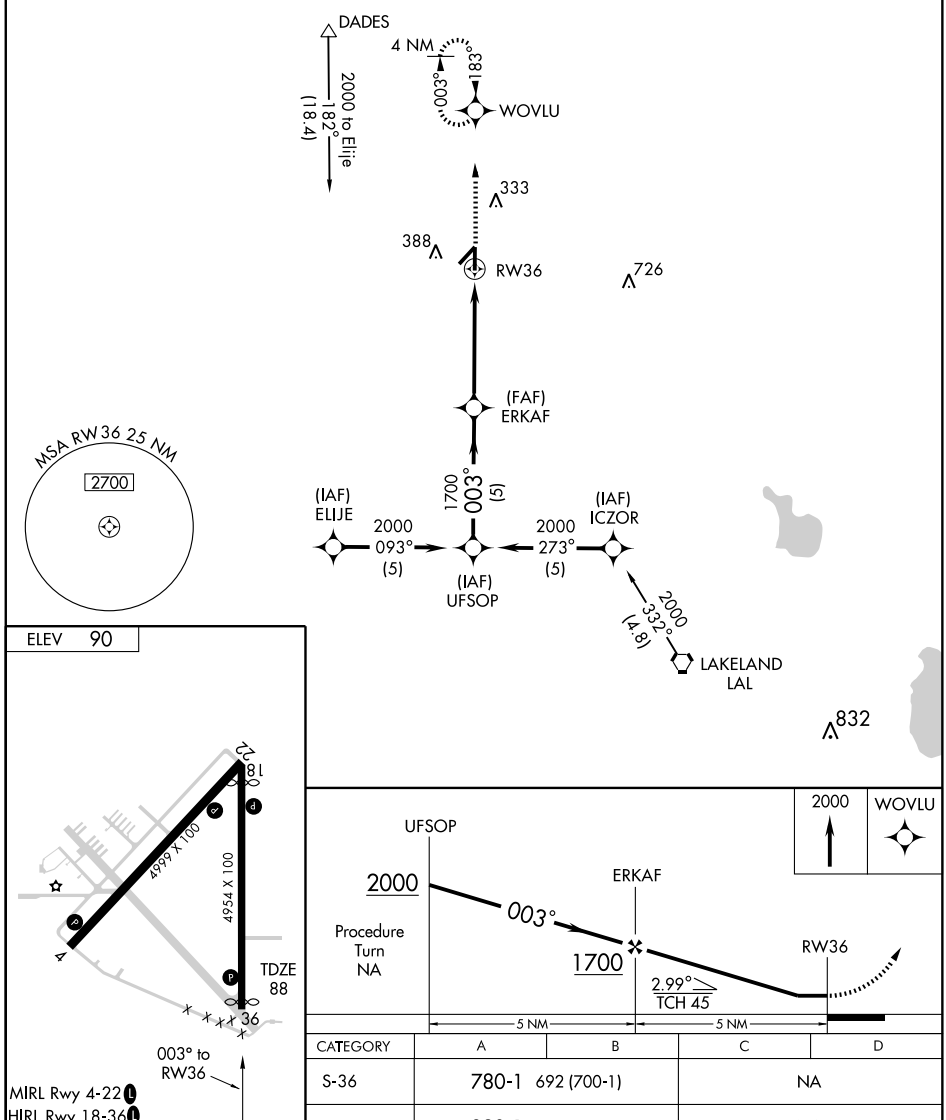
APP CRS	Rwy Idg	4647
003°	TDZE	88
	Apt Elev	90

GPS RWY 36
ZEPHYRHILLS MUNI (ZPH)

Straight-in minimums NA at night.
Use Tampa Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct WOVLU WP and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L



CATEGORY	A	B	C	D
S-36	780-1 692 (700-1)		NA	
CIRCLING	820-1 730 (800-1)		NA	

SE-3, 03 JUN 2010 to 01 JUL 2010

NDB RHZ 253	APP CRS 055°	Rwy Idg 4999 TDZE 88 Apt Elev 90

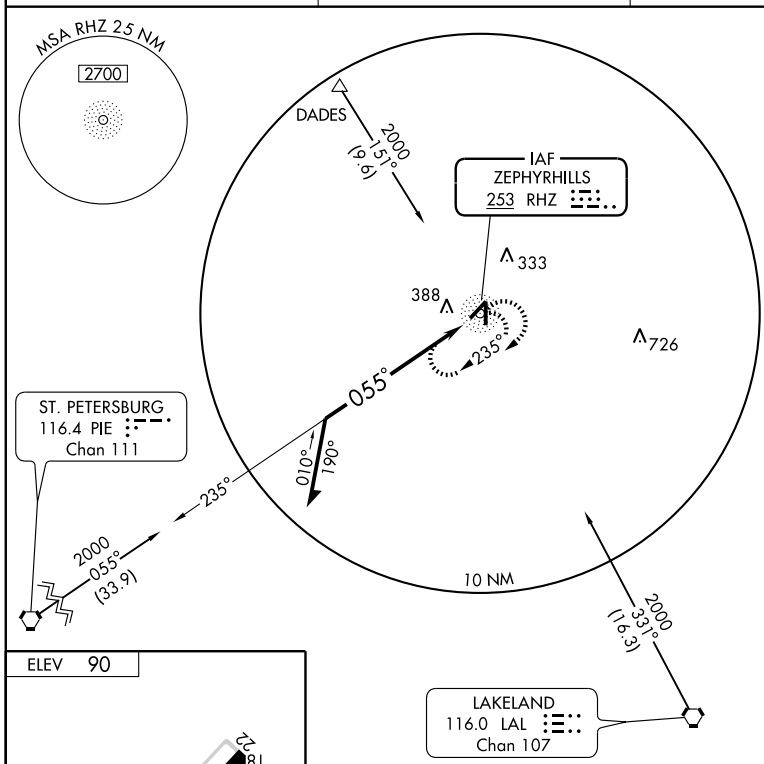
NDB RWY 4
ZEPHYRHILLS MUNI (ZPH)

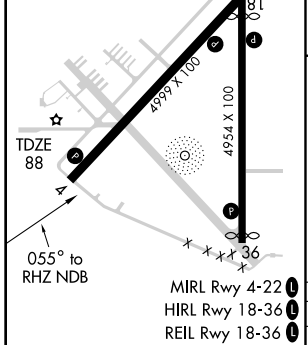
NA

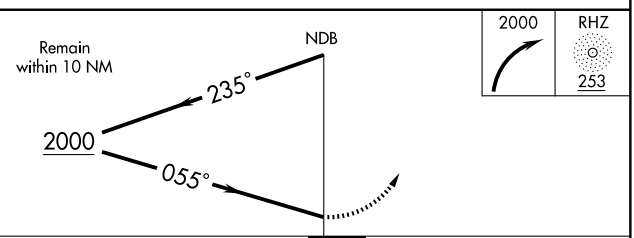
Use Tampa altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 in RHZ NDB holding pattern.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L







Knots	60	90	120	150	180
Min:Sec					

CATEGORY	A	B	C	D
S-4	860-1 772 (800-1)	860-1¼ 772 (800-1¼)	860-2¼ 772 (800-2¼)	860-2½ 772 (800-2½)
CIRCLING	860-1 770 (800-1)	860-1¼ 770 (800-1¼)	860-2¼ 770 (800-2¼)	860-2½ 770 (800-2½)

SE-3, 03 JUN 2010 to 01 JUL 2010

NDB RHZ	APP CRS	Rwy Idg	4694
253	196°	TDZE	88
		Apt Elev	90

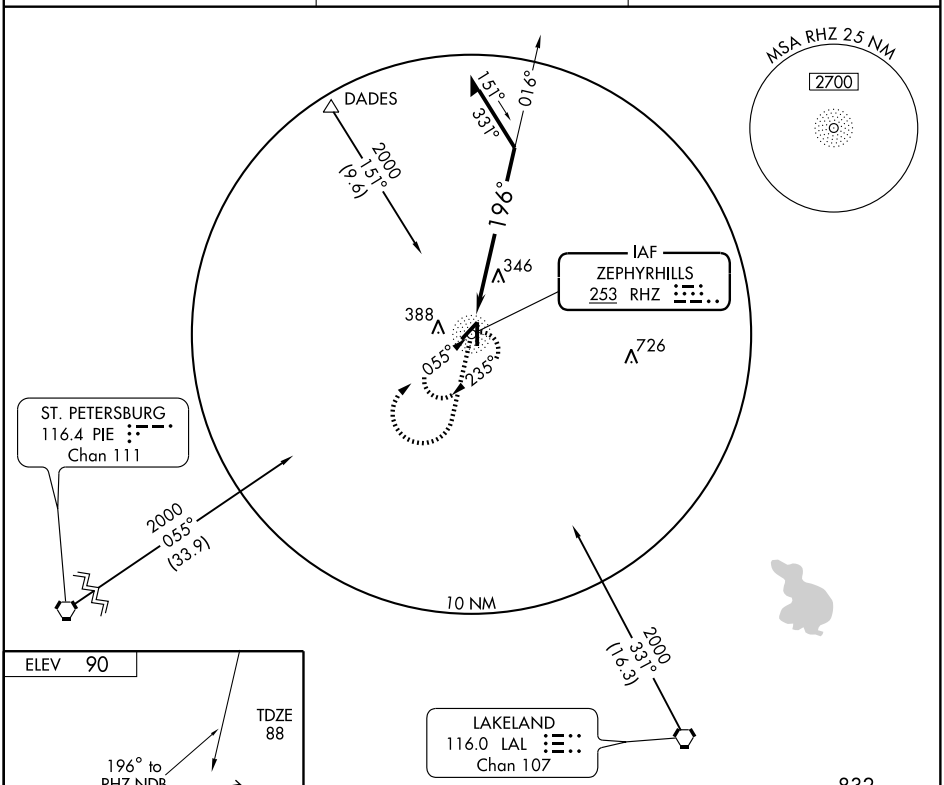
NDB RWY 18
ZEPHYRHILLS MUNI (ZPH)

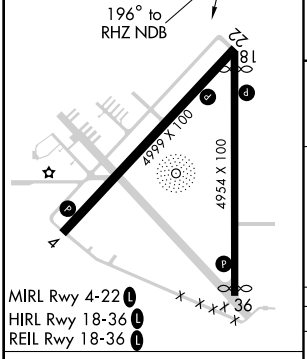
NA

Use Tampa Intl altimeter setting.

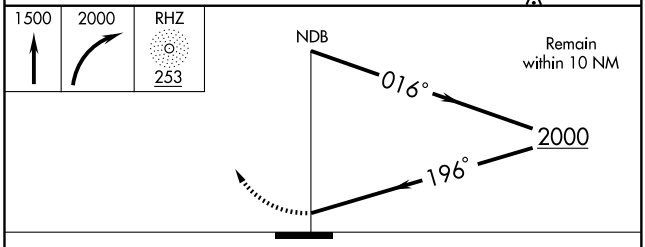
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RHZ NDB and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-18	820-1 732 (800-1)		820-2 732 (800-2)	820-2¼ 732 (800-2¼)
CIRCLING	820-1 730 (800-1)		820-2 730 (800-2)	820-2¼ 730 (800-2¼)

SE-3, 03 JUN 2010 to 01 JUL 2010

NDB RHZ 253	APP CRS 217°	Rwy Idg 4999 TDZE 89 Apt Elev 90

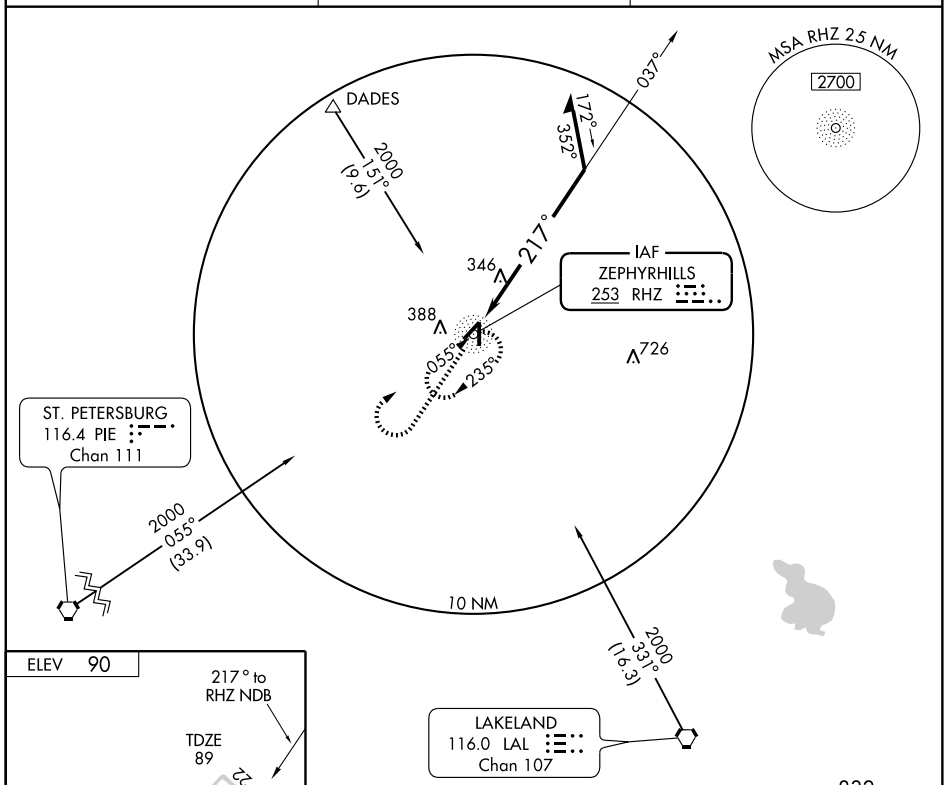
NDB RWY 22
ZEPHYRHILLS MUNI (ZPH)

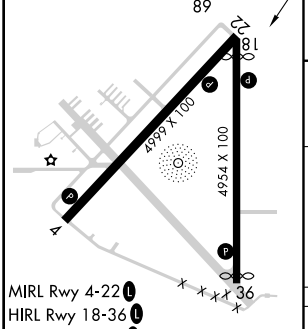
NA

Use Tampa Intl altimeter setting.

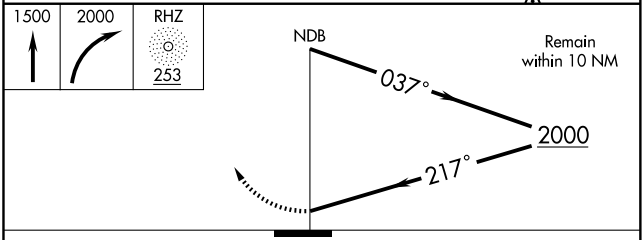
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RHZ NDB and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-22	820-1 731 (800-1)		820-2 731 (800-2)	820-2¼ 731 (800-2¼)
CIRCLING	820-1 730 (800-1)		820-2 730 (800-2)	820-2¼ 730 (800-2¼)

SE-3, 03 JUN 2010 to 01 JUL 2010

NDB RHZ	APP CRS	Rwy Idg	4647
253	350°	TDZE	85
		Apt Elev	90

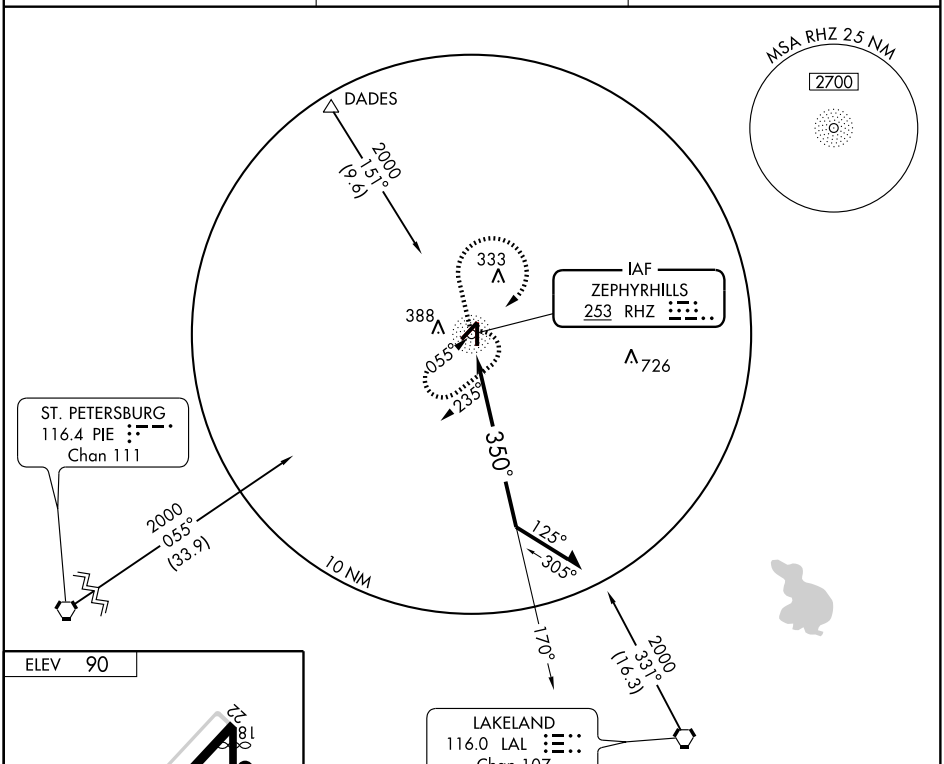
NDB RWY 36
ZEPHYRHILLS MUNI (ZPH)

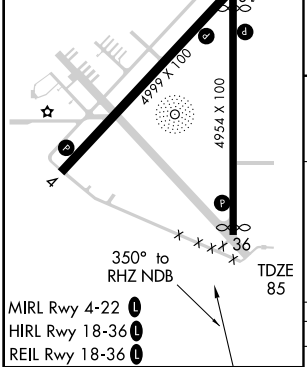
T NA

Use Tampa Intl altimeter setting.

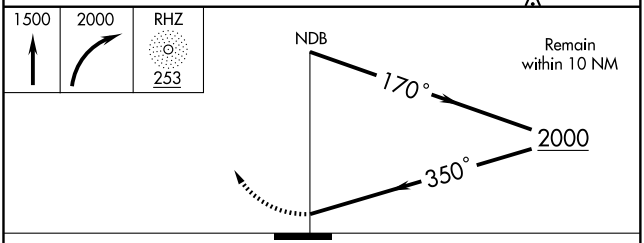
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RHZ NDB and hold.

ASOS	TAMPA APP CON	UNICOM
118.975	119.9 290.3	123.075 (CTAF) L





Knots	60	90	120	150	180
Min:Sec					



CATEGORY	A	B	C	D
S-36	860-1 775 (800-1)	860-1¼ 775 (800-1¼)	860-2¼ 775 (800-2¼)	860-2½ 775 (800-2½)
CIRCLING	860-1 770 (800-1)	860-1¼ 770 (800-1¼)	860-2¼ 770 (800-2¼)	860-2½ 770 (800-2½)

SE-3, 03 JUN 2010 to 01 JUL 2010